The Hong Kong Daily Press.

No. 5468 第五千四百六十八號 光緒乙亥年四月念八日 HONGKONG, TUESDAY, 1st JUNE, 1875. 禮拜二 英六月一號 香港 [PRICE $2½ PER MONTH.

Arrivals.

May 30, ACHILLES, British str., 1,550, James Wilding, Liverpool 9th April, and Singapore 24th May, General.—BUTTERFIELD & SWIRE.

May 31, NAMOA, British str., 862, Westoby, Newcastle, N.S.W., 23rd April, Sydney 3rd May, Cooktown 14th, and Somerset 17th, 1,300 tons Coals.—D. LAPRAIK & Co.

May 31, H.I.C.M. gunboat PENG-CHAO-HAI, 600, Palmer, from Canton.

May 31, CHINKIANG, British str., 798, James Hogg, Shanghai 27th May, General.—SIEMSSEN & Co.

May 31, G. T. RAY, British bark, 365, Peter Fraser, Saigon 29th April, Rice.—HONG WANG SUNG.

May 31, CARL, German brig, 265, Thompson, Newchwang 7th May, Beans.—ARNHOLD, KARBERG & Co.

May 31, YOTTUNG, British str., 323, J. Riddell, Swatow 30th May, General.—KWOK ACHEONG.

May 31, LOUISA, German 3-master sch., 245, H. Schierloh, Newchwang 7th May, Beans.—ED. SCHELLHASS & Co.

May 31, ENGLAND'S GLORY, British sh., 751, Wm. Knight, Sydney 27th March, Coals.—ORDER.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, MAY 31ST.

Rance, for Bangkok.
Formosa, str., for Ningpo.
Hailoong, str., for Swatow, &c.
Ferntower, str., for Saigon.
Statesman, str., for Foochow.
Ningpo, str., for Shanghai.
Nankin, str., for Saigon.
Foochow, for Bangkok.

Departures.

May 31, W. H. BESSE, for San Francisco.

Passengers.

ARRIVED.

Per *Namoa*, str., from Newcastle, &c.:—Mr. and Mrs. Vitilla and children, Captain Parlby, Messrs. Cohen and Kennedy, and 47 Chinese.

Per *Achilles*, str., from Liverpool, &c.:—200 Chinese.

Per *Chinkiang*, str., from Shanghai:—Mr. W. Peacock, and 54 Chinese.

Per *Yottung*, str., from Swatow:—53 Chinese.

Per *England's Glory*, from Sydney:—4 Chinese.

DEPARTED.

Per *Anadyr*, str., for Saigon & Marseilles:—For Saigon.—Mr. Cjes, and 3 Chinese. For Singapore.—Messrs. C. Grol, E. Jack Maclaren, and Chevalier, and 9 Chinese. For Naples.—Mr. O. C. Behn. For Marseilles.—Mr. and Mrs. Fehrmann, Rev. Dr. Dugeon, Messrs. Petel and 2 children, W. Morrieson, W. Murray, George Philp, Deveck, W. Galles, John Dent, W. Warrick, Townend and boy, C. Lunan, Graham, Stafford, P. Graven, and Holen.

TO DEPART.

Per *Formosa*, str., for Ningpo:—20 Chinese.

Per *Hailoong*, str., for Swatow, &c.:—3 Cabin and 100 Chinese.

Per *Statesman*, str., for Foochow:—1 Cabin.

Per *Ningpo*, str., for Shanghai:—60 Chinese.

Per *Nankin*, str., for Saigon:—10 Chinese.

Reports.

The German 3-masted schooner *Louisa* reports left Newchwang on 7th May, and had variable winds and calms.

The British bark *G. T. Ray* reports left Saigon on 29th April, and had fine weather throughout the voyage.

The British steamship *Achilles* reports left Liverpool on 9th April, and Singapore on May 24th. Had fine weather throughout.

The German brig *Carl* reports left Newchwang on 7th May, and had light breeze and calm weather. Spoke the British bark *Lady Gray*, and a German bark, from London, on Sunday, May 23rd, off Formosa.

The British steamship *Yottung* reports left Swatow on 30th May. Had strong S.S.E. winds and squalls with rain throughout. Left in port the U.S. corvette *Yantic*, British steamers *Pearl* and *Swatow*, and German steamer *Olympia*.

The British ship *England's Glory* reports left Sydney on 27th March. Had strong N.E. winds after leaving Sydney for 12 days, then light winds from the East with rain till the 25th of April. Crossed the Equator in long. 158 E.; since then light winds from the S.E.

The British steamship *Chinkiang* reports left Shanghai on 27th May at 3 a.m. Experienced strong S.W. winds with fogs as far as Turnabout, and from thence to port variable winds and squally weather. Passed the P. & O. steamship *Zambesi*, at noon of the 27th, in Steep Island Pass.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Feda e Speranza	Swansea	Sept. 14
Fluellin	Sunderland	Oct. 5
Castris	Shields	Oct. 31
Hiberina	Glasgow	Nov. 20
Villa Franca	Liverpool	Nov. 21
Min	London	Jan. 6
George	Cardiff	Jan. 9
Marlé	Cardiff	Jan. 11
Aleda	Shields	Jan. 16
Rosetta M'Neill	New York	Jan. 21
Balgownie	London	Jan. 23
Ernest	Antwerp	Jan. 27
Kolga	Hamburg	Feb. 5
Virginia	Cardiff	Feb. 6
Silurian	Newcastle	Feb. 6
Ella	Falmouth	Feb. 7
Clarnium (s)	Shields	Feb. 8
Alirnum	Shields	Feb. 10
GoldenSpur	London	Feb. 19
Hervatska	London	Feb. 25
Gustav	Cardiff	Feb. 25
Queen of the Seas	Liverpool	Feb. 27
Rollo	Lisbon	Mch. 1
Kaisow	London	Mch. 3
Devonhurst (s)	London	Mch. 10
Amadin	Swansea	Mch. 11
Androklos	Bremerhaven	Mch. 17
Midnight	Liverpool	Mch. 20
Edward James	Portland	Mch. 22
Robert Boak	Cardiff	Mch. 25
Lanercost	Cardiff	Mch. 29

Auction Sales To-day.

J. M. ARMSTRONG,
At 2 P.M.,
Household Furniture, &c.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

To be Let.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st of April.

THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of Four ROOMS on the First Floor, situated in Bank Buildings. Rent $75 per month. Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 392 Hongkong, 10th March, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to S. E. BURROWS & SONS.
tf 453 Hongkong, 26th March, 1875.

TO LET,

A HOUSE in Lower Mosque Terrace, from 1st June prox. Rent $40.
Apply to ED. SHARP & TOLLER.
Supreme Court House,
Hongkong, 28th April, 1875. [tf 638

TO LET.

NO. 4, PECHILI TERRACE, Elgin Street.
Apply to LANE, CRAWFORD & Co.
tf 578 Hongkong, 15th April, 1875.

TO LET.

HOUSES Nos. 2 and 3, on Morrison Hill. No. 3, can be let *Furnished*, or Unfurnished. Apply to
THOS. G. GLOVER.
7, Queen's Road,
Hongkong, 25th May, 1875. [1m 800

TO LET.

NO. 2, WESTBOURNE VILLAS, Bonham Road. Apply to
G. FALCONER & Co.
346 Hongkong, 2nd March, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL. No. 10, SEYMOUR TERRACE.
Apply to DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 22nd May, 1875.

TO LET,
With Immediate Possession.

THE Detached PREMISES situated on Inland Lot 169, Graham Street, (recently occupied by Messrs. E. SCHELLHASS & Co.) consisting of DWELLING HOUSE, OFFICE, and Four GODOWNS.
Also, the DWELLING HOUSES Nos. 8, 9, and 10, Upper Mosque Terrace. Gas and Water laid on.
Apply to T. G. LINSTEAD.
252 Hongkong, 8th March, 1875.

TO LET.
With Possession on the 15th April.

THE HOUSE and PREMISES known as "CRAIGELLACHIE," situated on the Bonham Road, and now in the occupation of R. JENSEN, Esq.
Good STABLING. Gas and Water laid on.
Apply to ED. SHARP & TOLLER,
Solicitors.
tf 422 Hongkong, 15th March, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET.

HOUSE No. 17, corner of Peel Street and Hollywood Road. Water and Gas laid on. Apply to
TATA & Co.,
No. 11, *Hollywood Road.*
1m 670 Hongkong, 4th May, 1875.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.

With Immediate Possession.

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.
DOUGLAS LAPRAIK & Co.
tf 2050 Hongkong, 18th May, 1875.

COOKTOWN.

THE QUEENSLAND NATIONAL BANK, LIMITED.
HEAD OFFICE—BRISBANE,
BRANCHES—COOKTOWN, and all the PRINCIPAL TOWNS of the COLONY.
Agents in Hongkong and China,
The ORIENTAL BANK CORPORATION.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND......... 100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | H. Nissen, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 26th April, 1875.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

Notices of Firms.

NOTICE.

I HAVE Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.
MAGENS WILLIAM GREIG.
1m 726 Foochow, 8th May, 1875.

NOTICE.

THE Interest and Responsibility of Mr. FRANZ SEBASTIAN SCHÜTZE in our Firm ceased on 31st December, 1874.
MARGESSON & Co.
1m 820 Macao, 27th May, 1875.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. GUSTAV OTTO DRISHAUS has been authorized to sign our Firm per procuration from this date.
PASEDAG & Co.
7d 812 Amoy, 1st May, 1875.

NOTICE.

WE have authorized Mr. THOMAS HALL to sign our Firm per procuration.
BUTTERFIELD & SWIRE.
tf 654 Hongkong, 18th February, 1875.

NOTICE.

MR. GEORGE OLIVER is authorised to sign the name of our Firm at Foochow.
HEARD & Co.
tf 719 Hongkong, 11th May, 1875.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of
MALCAMPO & Co.
JOAQUIM MALCAMPO QUIOGA.
6m 584 Amoy, 12th April, 1875.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.
DOUGLAS LAPRAIK & Co.
1829 Hongkong, 2nd November, 1874.

NOTICE OF DISSOLUTION.

THE Interest and Responsibility of Mr. THOMAS WALLACE in our Firm at Yokohama, and elsewhere in Japan, ceased by mutual consent on the 31st March, 1875.
LANE, CRAWFORD & Co.
3m 773 Yokohama, May 6th, 1875.

NOTICE.

MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. H. J. J. CHAMBERS in our Firm at this Port, from 1st instant.
JOHN FOSTER & Co.
3m 771 Foochow, 15th May, 1875.

NOTICE.

A CO-PARTNERSHIP has this day been formed between JOHN HEARD, AUGUSTINE HEARD, ALBERT FARLEY HEARD, and CHARLES EDWARD PARKER, for the purpose of carrying on the business of GENERAL COMMISSION MERCHANTS at Hongkong, Canton, Foochow, Shanghai, Hiogo, and Yokohama, under the name and style of HEARD & Co.

Mr. ROBERT INGLIS FEARON, Mr. GUSTAVUS FARLEY, Jr., and Mr. JOHN ALEXANDER FRASER are authorized to sign the name of the Firm.
HEARD & Co.
tf 641 Hongkong, 28th April, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

WE have Established ourselves as MERCHANTS and COMMISSION AGENTS at Hongkong, and in Formosa at Takao and Taiwanfoo, under the Style of
TAYLOR & THOMPSON.
WILLIAM HENRY TAYLOR.
GEORGE MORTIMER THOMPSON.
6m 279 Hongkong, 17th February, 1875.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.

Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.
KYLE & BAIN,
Proprietors.
510 Hongkong, 20th May, 1875.

JUST PUBLISHED AND FOR SALE.
ROYAL 8VO., CLOTH GILT, PRICE $10.

PIECE-GOODS, YARN, and WOOLLEN TABLES, shewing the Net Returns in Sterling for Shipments via the Suez Canal to China. Calculated with special reference to the Hongkong and Shanghai Markets and Exchanges. By W. KERFOOT HUGHES, Hongkong.
LANE, CRAWFORD & Co.,
Hongkong, Shanghai, and Japan.
3m 786 Hongkong, 22nd May, 1875.

NOTICE.

P. & O. S. N. CO.

(STEAM TO SOUTHAMPTON *via* SUEZ CANAL.)

COMMENCING with the *HINDOSTAN*, leaving Shanghai with the Homeward Mails on the 30th May, and Hongkong 5th June, the Mail Steamers of this Company will proceed direct to Southampton and London, *via* the Suez Canal, until further notice.
A. McIVER,
Superintendent.
739 Hongkong, 18th May, 1875.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Trustees of the Estate of Messrs. AUGUSTINE HEARD & Co., to Sell by Public Auction, at their Office Premises,

THIS DAY,

the 1st June, 1875, at 2 o'clock P.M.,—

Sundry HOUSEHOLD FURNITURE, comprising TABLES, CHAIRS, SIDEBOARDS, SOFAS, BEDSTEADS, WASHSTANDS, WARDROBES, ENGRAVINGS, PLATED WARE, &c., &c.

Sundry OFFICE FURNITURE, comprising DESKS, TABLES, CHAIRS, COPYING PRESSES, &c., &c.

1 Jeweller's and Assayer's SCALES.

1 G. B. Windship's STRENGTH TESTING and DEVELOPING APPARATUS.

A Six Cylinder Mandoline Table MUSICAL BOX, Playing 36 Tunes.

Remington, Sharp's and Peabody Martini RIFLES, REVOLVERS, &c.

A Large Size SPY GLASS on Stand, by Dollond.

1 Ship's CHRONOMETER.
16⁴⁄₁₂ Doz Carvillier CHAMPAGNE.
5 " "
6 Cases Bourbon WHISKEY.
11⁴⁄₁₂ Doz. "
3⁸⁄₁₂ " SHERRY.

And

Sundry WINES and BOOKS, postponed from the Sale of Messrs. A. HEARD & Co.'s Household Furniture.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
809 Hongkong, 26th May, 1875.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on

THURSDAY,

the 3rd June, 1875, at 2 o'clock,
At the Residence of CAPTAIN DAVIS, No. 7, Mosque Terrace,—

The whole of his HOUSEHOLD FURNITURE, comprising:—Covered COUCHES, CHAIRS, MIRRORS, TABLES, PICTURES, SIDEBOARD, Dining TABLE, ELECTRO-PLATED, GLASS and CROCKERY WARE, WARDROBES, WASHSTANDS, TOILET GLASSES, Dressing TABLES, BEDSTEADS, &c., &c.

Also,

A Rosewood Cased COTTAGE PIANO, by DUBAIN, Paris.

A Lot of Choice FERNS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
816 Hongkong, 27th May, 1875.

NOTICE.

WE have this day REMOVED our Offices to No. 20, Praya Central.
ADAMSON, BELL & Co.
7d 832 Hongkong, 31st May, 1875.

NOTICE.

THE Business of the Undersigned has been temporarily REMOVED to No. 17, Wyndham Street, next to the *Daily Press* Office.
ED. CHASTEL.
480 Hongkong, 24th March, 1875.

DEATH TO WHITE ANTS.

MALPAS'S PATENT COMPOUND, for preserving Timber from the Ravages of White Ants and other Insects, is Cheap, and simple in its Application to Timber for Building purposes, &c.

Master Packages for trial, with full instructions supplied, and Orders received by
W. H. NOTLEY,
FOR
B. DAVIES,
SOLE AGENT FOR CHINA.
tf 729 Hongkong, 13th May, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

Intimations.

THOMPSON AND HIND

INVITE INSPECTION OF THEIR

NEW SPRING AND SUMMER GOODS.

Ladies' TRIMMED HATS and BONNETS.

Ladies' STRAW and CHIP HATS and BONNETS.

New Shapes in Baby's and Children's SUN HATS.

Boys' and Girls' SAILOR and YACHTING HATS.

New STRIPED and CHECK GRENADINES for DRESSES.

PLAIN WHITE BATISTES and WHITE STRIPED DITTO.

New STRIPED and SPOT FRENCH PERCALES.

Pieces of HAIR, for Wearing in Present Style.

JET CROSSES, BRACELETS, NECKLETS, and HAIR PINS.

Ladies' and Children's UNDERCLOTHING.

Gentlemen's FELT HATS, SHIRTS, COLLARS, SCARFS, CRAVATS, TIES, and UNDERCLOTHING.

The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.

33, *QUEEN'S ROAD,*
HONGKONG.
666 Hongkong, 1st May, 1875.

MACEWEN, FRICKEL & Co.

HAVE FOR SALE,

EX LATE ARRIVALS,

DANISH BUTTER, in 2 and 5 lb. Tins.
YORK HAMS.
American HAMS.
CHEESE, Double Gloster.
SHEEP'S TONGUES, Australian.
MANILA CIGARS, Cavite.
Do. Do. Fortin
ICE CHESTS.
COOKING STOVES, for House Use.
SHIP'S CABOOSES.
Galvanized IRON CHAIN, Assorted Sizes.
INDIA-RUBBER HOSE, Assorted Sizes.
COFFEE MILLS, with Fly Wheel.
CHLORIDE of LIME.
POTASH.
HENRY'S CANVAS.
ROCKETS.
BLUE LIGHTS.
SHIP'S WATER CLOSETS.
MANILA ROPE.
FILES, Assorted Sizes.
GUINNESS' STOUT, in Pints and Quarts, Bottled by E. and J. BURKE.
COMBE'S LONDON STOUT, in Pints and Quarts.
JEFFERY'S STOUT, in Pints.
BASS' ALE, in Pints and Quarts, Bottled by CAMERON & SAUNDERS.
BASS' ALE, in Pints and Quarts, Bottled by G. PURT.
JEFFERY'S ALE, in Pints and Quarts.
ALLSOPP'S ALE, in Hhds. and Kilds.
BRANDY, COURVOISIER'S, One and Four Diamonds.
BRANDY, HENNESSY'S, One, Two, and Three Star.
KRUG'S CHAMPAGNE, Quarts and Pints.
Always on hand, GOLDEN GATE BAKER'S EXTRA FLOUR.
342 Hongkong, 1st June, 1875.

FOR SALE.

A FIRST-CLASS HYDRAULIC PRESS, working up to 225 Tons Pressure.
For Particulars, &c., apply to
GIBB, LIVINGSTON & Co.
662 Hongkong, 3rd May, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

FOR SALE.

TAKOSIMA COAL at $8 per Ton, in Lots, to suit Purchasers.
Apply to THOS. G. GLOVER,
East Point.
587 Hongkong, 16th April, 1875.

FOR SALE.

THE Well known and long Established BUSINESS of McALISTER & Co., Shipchandlers and General Merchants, Singapore.
tf 283 Singapore, 10th February, 1875.

NOTICE.

LANE, CRAWFORD & Co. having made the necessary arrangements in London with Messrs. G. W. WHEATLEY & Co. (*Globe Foreign Express,*) are prepared to forward Packages to all parts of the United Kingdom, at Tariff Rates, Particulars of which may be obtained on Application.
1m 663 Hongkong, 1st May, 1875.

NOTICE.

THE INTERNATIONAL ICE MANUFACTURING COMPANY, LIMITED,

Will be ready to supply
PURE
CLEAR
TASTELESS
CRYSTAL ICE
AT THE
Beginning of June.
MEYER, ALABOR & Co.,
GENERAL MANAGERS.
775 Hongkong, 20th May, 1875.

TRANSLATION.

DOCUMENTS Translated from ENGLISH into CHINESE and GERMAN.

Or from GERMAN, CHINESE, FRENCH, SPANISH, ITALIAN or PORTUGUESE, into ENGLISH, by competent hands.

Special attention paid to PROTESTS, EXTENDED PROTESTS, and other Documents containing, NAUTICAL, ENGINEERING, or other TECHNICAL Terms.

Terms for European languages.—
Fair copy, per legal folio,... ... ... $1.00
Extra copies, " 0.25

Special agreements made for Chinese Translations or lengthy documents in other languages.

Address "TRANSLATION," care of *Daily Press* Office.
6m 2115 Hongkong, 15th December, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

Intimations.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.
By Order,
JAS. B. COUGHTRIE,
Secretary.
1m 838 Hongkong, 1st June, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE.

AN EXTRAORDINARY MEETING of Shareholders in this Company will be held at the Head Office, Victoria, on TUESDAY, the 8th June prox., at 3 o'clock P.M., for the purpose of confirming the Resolutions passed at the Extraordinary Meeting held this day.
By Order,
FRANCIS S. HEAD,
Acting on behalf of the Board of Directors.
15d 811 Hongkong, 25th May, 1875.

CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

THE Undermentioned Firms have been appointed Agents for the above Company at the Ports named:—

London...Messrs. GEORGE CROSHAW & Co.
Canton... " DEACON & Co.
Foochow... " WESTALL, GALTON & Co.
Yokohama " PAUL HEINEMANN & Co.

By Order,
W. H. RAY,
Secretary.
tf 833 Hongkong, 29th May, 1875.

WANTED,

FOR the Summer months, a BUNGALOW or DETACHED HOUSE on the hill. Reply, stating terms, &c., to "W.," Office of this Paper.
5d 826 Hongkong, 29th May, 1875.

WANTED

A GOOD and Experienced SALESMAN, for a STORE, not Portuguese, apply by Letter only, to "S." care of this Paper.
tf 779 Hongkong, 21st May, 1875.

FOR SALE.

TWELVE THOUSAND FEET MANILA HARDWOOD, just arrived per *Santa Lucia.* Apply to
REMEDIOS & Co.
822 Hongkong, 28th May, 1875.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE

IS HERBY GIVEN, that the Undersigned has been appointed Secretary to the above Company, and that Mr. J. E. REDING has been appointed Agent at Shanghai.
By Order,
W. H. RAY,
Secretary.
tf 797 Hongkong, 22nd May, 1875.

SAM SHING,
OF NO. 102, QUEEN'S ROAD CENTRAL,
(*A few doors to the Eastward of Stag Hotel,*)

OFFERS for Sale a large assortment of JAPANESE CURIOS, LACQUERED and PORCELAIN WARE, recently imported, and of the newest styles, all of which will be sold at EXTREMELY MODERATE RATES.

Every advantage granted to Shippers and other Buyers of large quantities.
1m 813 Hongkong, 27th May, 1875.

NOTICE.

THE Office of the HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED, has been REMOVED to No. 50A, Queen's Road.
P. A. DA COSTA,
Secretary pro. tem.
786 Hongkong, 22nd May, 1875.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE

IS HEREBY GIVEN, that a Scrip Certificate for one Share in this Company, numbered Six, and standing in the name of the late M. A. DOS REMEDIOS, having been lost, the same is cancelled.
By Order,
W. H. RAY,
Secretary pro. tem.
2m 636 Hongkong, 27th April, 1875.

NOTICE.

In the GOODS *of* HERBERT LANE,
Deceased.

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same on or before the 31st day of October, 1875. After which date no Claim will be recognised.

All Persons being indebted to the said Estate are requested to make immediate payment.

Communications should be addressed,
CAPTAIN C. H. PALMER,
Care of
The Manager of the
Oriental Bank Corporation, Hongkong.
1m 741 Hongkong, 13th May, 1875.

FOR SALE.

VICHY WATER, SPRINGS.

CELESTINS, GRANDE GRILLE HAUTERIVE, MESDAMES, and HOPITAL, $12 per Case of 50 Bottles. Apply to
ED. CHASTEL,
17, *Wyndham Street.*
tf 742 Hongkong, 14th May, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Undermentioned Firms have been appointed Agents of the Company:—

Messrs. DEACON & Co., at CANTON.
Messrs. A. A. DE MELLO & Co.,
at MACAO.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary pro. tem.
672 Hongkong, 3rd May, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

MR. P. A. DA COSTA has this day been appointed Secretary *pro. tem.* to the above Company.

Applications for the post of Secretary will be received at the Office of the Company.
RICHARD DEACON,
Chairman of the Board of Directors.
656 Hongkong, 30th April, 1875.

S. S. *TARTAR*, FROM LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.

Optional Cargo will be sent on unless notice to the contrary be given before 5 o'clock TO-DAY.

Goods remaining in store after the 31st inst., will be subject to rent.

Bills of Lading to be sent for countersignature to
GILMAN & Co.,
Agents.
789 Hongkong, 22nd May, 1875.

Intimations.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE AMATEUR DRAMATIC CLUB OF HONGKONG will have the pleasure, on

SATURDAY EVENING,

the 5th June, 1875,

of REPEATING their PERFORMANCE of The Sparkling Burlesque, by J. S. BYRON, Esq.,

OF

"ALADDIN" OR THE "WONDERFUL SCAMP."

WITH NEW MUSIC AND NEW SONGS.

Tickets may be had at Messrs. LANE, CRAWFORD & Co.'s on and after Noon of *Tuesday, June 1st*, where also a Plan of the Theatre may be seen.

Price of Admission,........................$2.
827 Hongkong, 29th May, 1875.

FOR SHANGHAI.

THE Steamship

"NINGPO,"

J. M. Rayner, Master, will be despatched for the above Port TO-DAY, the 1st June, at 2 P.M., instead of the time previously notified.

For Freight or Passage, apply to
SIEMSSEN & Co.
837 Hongkong, 31st May, 1875.

FOR SWATOW, AMOY, TAKAO, AND TAMSUI.

THE Steamship

"HAI-LOONG,"

Captain Abbott, will be despatched for the above Ports TO-MORROW, the 2nd inst., at Noon, instead of the time previously notified.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
2d 840 Hongkong, 1st June, 1875.

NOTICE.

ALL CLAIMS against the Undersigned must be sent in on or before the 15th inst., or they will not be recognised.
DREYER & Co.
15d 843 Hongkong, 1st June, 1875.

NOTICE.

WE have authorized Mr. HERMANN CAESAR ERDMANN to sign our Firm on and after this date.
CARLOWITZ & Co.
Hongkong, Canton,
1st June, 1875. [1m 841

NOTICE.

MR. H. G. PHIPPS has this day been admitted a Partner in our Firm.
PHIPPS, HICKLING & Co.
845 Foochow, 1st June, 1875.

NOTICE.

MR. CONRAD MUNRO DONNER has been authorized to sign our Firm by procuration at this Port.
WM. PUSTAU & Co.
1m 842 Canton, 1st June, 1875.

CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE.

AN EXTRAORDINARY MEETING of Shareholders in the above Company will be held at the Company's Office, 48, Queen's Road, on MONDAY, the 21st June proximo, at 3 o'clock P.M.

BUSINESS.

1st.—To consider certain proposed alterations in the Company's Articles of Association.

2nd.—To consider the propriety of making a further call.

N.B.—The proposed amendments in the Articles will be circulated among Shareholders in a few days.
By Order,
W. H. RAY,
Secretary.
21d 844 Hongkong, 31st May, 1875.

Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *Achilles* are hereby notified that the cargo is being discharged into Craft, " landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 31st May, 1875.

Goods undelivered after 7th June, 1875, will be subject to Rent.
BUTTERFIELD & SWIRE, *Agents.*
7d 839 Hongkong, 31st May, 1875.

NOTICE.

CONSIGNEES of Cargo per German Barque *Anna*, JESSEN, Master, from Hamburg, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge, will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
836 Hongkong, 31st May, 1875.

S. S. *GLENLYON*, FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.

Optional Cargo will be sent on unless notice to the contrary be given before 5 o'clock TO-DAY.

Goods remaining in store after the 2nd prox. will be subject to rent.

Bills of Lading to be sent for Countersignature to
GILMAN & Co.,
Agents.
tf 802 Hongkong, 25th May, 1875.

BRITISH S. S. *CHEVIOT*, WATT, MASTER, FROM LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.

Optional Cargo will be forwarded, unless notice to the contrary is given until 5 P.M. TO-DAY.

Goods remaining in store after the 4th June will be subject to rent.

Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
794 Hongkong, 24th May, 1875.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.
C. BERTRAND,
Principal Agent.

Ex "Donnai," 2nd July, 1874.
FD, 1/35, ... 35 cases Beer.
Ex "Irauaddy," 11th March, 1875.
GFT ... ... 1 case Books.
Ex "Anadyr," 6th May.
LR... ... ... 5 bars Iron.
Ex "Djemnah," 16th May.
LB, Nos. 123/124... 2 cases Sundries.
MP... ... ... 5 " for M. Puthon.
Hongkong, 31st May, 1875.

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875" has been further augmented by a

CHROMO-LITHOGRAPH
OF A
PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF SHANGHAI.
A Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of
THE VARIOUS HOUSE FLAGS
(*Designed expressly for the Work,*)
MAPS OF HONGKONG, JAPAN,
THE
SILK WORM DISTRICTS,
THE
ISLAND OF FORMOSA,
AND OF
THE COAST OF CHINA;
ALSO, THE
NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao ....Messrs. J. P. da Silva & Co.
Swatow .... " Quelch and Campbell.
Amoy .... " Wilson, Nicholls & Co.
Formosa .... " Wilson, Nicholls & Co.
Foochow .... " Hedge & Co.
Ningpo .... " Kelly & Co., Shanghai.
Shanghai .... " Hall & Holtz.
" .... " Kelly & Co.
Hankow and River Ports " Hall & Holtz and Kelly & Co., Shanghai.
Chefoo and Newchwang " Hall & Holtz and Kelly & Co., Shanghai.
Tientsin and Peking " Hall & Holtz and Kelly & Co., Shanghai.
Nagasaki ....The C. & J. Trading Co.
Hiogo, Osaka ....The C. & J. Trading Co.
Yokohama ....Messrs. Lane, Crawford & Co.
" ....Mr. C. D. Moss, *Japan Gazette* Office.
Manila ....Messrs. J. de Loyzaga & Co.
Singapore ....*Straits Times* Office.
London ....Mr. F. Algar, Clement's Lane.
" .... " Geo. Street, 30, Cornhill.
" ....Messrs. Bates, Hendy & Co.
San Francisco ...Mr. L. P. Fisher, 21, Merchants' Exchange.
New York ....Messrs. S. M. Pettingill & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, JUNE 1st, 1875.

IT was with much satisfaction we read in the *Foochow Herald* that the Foochow-Amoy telegraph difficulty "is completely at an end." The line will, it is stated, "be constructed by the Great Northern Telegraph Company, and worked by them for the Provincial Government; but the company stipulate that the wire shall be open to foreigners at all times, when not absolutely required for Government purposes." As our contemporary states that this settlement of a much-vexed question is derived from a reliable authority, we may conclude it is authentic. The Foochow-Amoy telegraph has been so long a source of dispute that all parties will hail this arrangement with gratification. The utility of the line was never doubted, but the prudence of commencing its construction before it had been authorised by the Peking Authorities was rightly questioned: The scheme had from the commencement received the support and approval of the Provincial Authorities, but the originators ought to have been aware that nothing could be finally decided without the sanction of the Imperial Government. It is possible that the Chinese officials were to blame in some measure by giving too sanguine assurances of Imperial support, but it is obvious that the most judicious course for the constructors to have pursued would have been to await the ratification of the scheme by the Peking officials. The subsequent troubles and unpleasantnesses which ensued would thus have been avoided, and a good deal of ill-feeling engendered thereby never been aroused. That, however, is all past now, and it is to be hoped the same mistake will not be repeated by Europeans again. It is not wise to fall foul of native prejudices, if it is possible to avoid doing so; and though it is tiresome to have to wait the pleasure of capricious and often crafty officials, it answers, perhaps, in most instances, best in the end. The establishment of a telegraph line between Foochow and Amoy, thereby placing the community at the former port in immediate direct communication with both Hongkong and Shanghai, will certainly prove a great advantage to Foochow residents, and we trust no further hindrances will arise to delay its completion.

THE Tientsin correspondent of the *N. C. Daily News* again calls attention to the appointment of a high Chinese official to proceed to Yunnan to investigate the circumstances attending the assassination of Mr. MARGARY and the murderous attack upon Colonel BROWNE's party. He throws some more light upon the case by detailing the rank and character of some of the officials of Yunnan, and hence his remarks are of interest. At the commencement he urges very strongly that the Chinese functionaries and the Chinese people of Manwein were perfectly well aware that in Mr. MARGARY a British subject, and a British officer, was being assassinated. He argues that they had seen his passports on his first arrival at the place, and they must have known that he was there under the special protection and written permission of the Government of Peking. They would be sure to know his nationality and rank also, independently of these circumstances, "for the Chinese people are in the habit of asking for information on these points on seeing foreigners." Consequently, he concludes, they cannot possibly bring forward the plea of ignorance. There is little doubt about this, apparently; the Yunnan officials are beyond question responsible for the commission of the crime. The only question remaining is who instigated the outrage, and whether the Chinese Government have in any way been implicated in the atrocious deed. We are inclined to acquit the Peking Authorities of complicity in the crime. It is not likely that they would grant passports to the members of the Expedition, and then be guilty of the unparalleled baseness of conspiring their destruction. Not only would they bitterly offend a powerful and friendly nation by such an act; they would also fall into discredit with every foreign nation. Nor is there any sufficient ground arising from interested motives to account for their taking such a course. On the contrary the inducements lay the other way. There was nothing to be gained by such a breach of faith. Doubtless they were not favourable to the development of a trade route through Burmah; but the merest exercise of common-sense would teach them that it would be futile to oppose the experiment; and they were fully aware that any outrage the travellers might meet with on Chinese territory would be sternly avenged. It is not difficult to believe that the King of BURMAH may have tried to make a cat's-paw of the people of Yunnan, in the hope that he would not be discovered; but while his complicity in the murder seems highly probable, that of the Chinese Government is extremely doubtful.

But however this may be, there is no question as to the duty of the Chinese Government to make all the reparation possible. That has been fully established. What remains is the mode of going to work. To prevent any miscarriage of justice it is necessary an official should be appointed to assist in carrying out the investigations, one who by his position, influence, and abilities may be able to obtain the actual facts of the case, and leave no doubt in the minds of the British Commissioners as to who are the guilty parties. "Puritan" points out that SUNG PAOU-WHA, who was nominated by LI to proceed to Yunnan with the British Commission, is inferior in rank to the Sub-Prefect of Momein, who must, it appears, be put upon his trial for a share in the deed. Of course it would not tend to elucidate the truth if SUNG were the only official deputed to accompany the Commission. But this is hardly probable; it has been stated that he is merely to act as their escort. It would be satisfactory, however, to hear definitely who the high official to proceed to Yunnan is to be. Time enough has elapsed surely; there can be no harm in making the disclosure; and it would undoubtedly help to allay a good deal of doubt and distrust in the minds of the British residents in China. We hope the Chinese Government will act with promptitude in the affair; they have nothing to gain by delay, and can only irritate the British authorities, who will rightly suspect them of a design to evade rendering the satisfaction which justice and reason alike demand. As "Puritan" remarks, China will, by neglecting her palpable duty, estrange a staunch ally at an hour when troubles are looming darkly upon her in the West. Russia, for reasons of her own, is not disposed to act a friendly part towards her big neighbour; perhaps the time is growing ripe for the enlargement of Muscovite boundaries southward, and this would account for her lending support to the rebellious people of Kashgar.

A seaman, named John Darwin, whilst the steamship *Statesman* was at Whampoa, got drowned in the river on Thursday evening last, when bathing. He took a dive and never came up again. The body was recovered an hour afterwards and buried the following evening.

The agent of the Occidental and Oriental Steamship Company wishes it to be understood that their steamer, the *Oceanic*, now lying in the harbour, will be open to inspection by the public on Thursday next, from 2 until 6 o'clock p.m. No doubt large numbers will avail themselves of the courtesy of the agent, and pay a visit to this fine ship.

The Band of H.M.'s 80th Regiment will perform, at 5.30 this evening, in the Public Gardens, the following programme:—

Quick March... "Seasons" .... Kuhner.
Overture ...... "Le Dieu et la Bayadère" .... Auber.
Valse .... "Spring, Gentle Spring" .... Rivière.
Selection ...... "Reminiscences of Balfe" .... Godfrey.
Galop .... "Always Joyful" .... Hecker.
"God Save the Queen."

W. W. FRAYLING, Bandmaster.

The weather yesterday was exceedingly rough and boisterous. For some hours in the morning rain fell heavily, accompanied by long and loud peals of thunder. In the early part of the day it cleared up somewhat; but towards afternoon the wind set in strong again, and blew a perfect hurricane. About nine o'clock, the barometer had fallen to 29.60. The day previous to the typhoon in September last, it ranged from 29.63 to 29.12. Towards evening, there was a big sea rising and some indications of a coming typhoon. All steamers in port got up steam. The steamship *Ferntower* fouled her anchors and had a narrow escape of going athwart of several vessels before she could get up sufficient steam to keep a-head. She, however, managed to crawl over to the Kowloon side. The *Hailoong*, alongside the wharf, went to moorings, and the British ship *Cornuvia* discharging coals at the P. M. S. Co.'s wharf was towed off into the middle of the harbour. Sampans and cargo-boats all cleared out, and as darkness came on boats were not procurable at any price. At dusk the British steamship *Ningpo* drove down on to the bows of the steamship *Achilles*, and very nearly came into collision. How she fared after dark we could not ascertain. The *Saada* towed over the P. and O. Company's lighters, and the Canton steamer *Kinshan* went over to Kowloon. From seven to 8 p.m. some very heavy squalls were passing through the harbour. Such weather as we had yesterday is most unusual in the month of May.

POLICE INTELLIGENCE

31st May.

BEFORE THE HON C. MAY.

STREET GAMBLING.

P.C. 224 charged one Lum Achow, with gambling in Market street, Taipingshan.

The prisoner admitted the charge, but insinuated that he would not have been arrested had they agreed to grant the constable's request for rent.

His Worship told the prisoner that he would only have received 14 days' hard labour had he not aggravated his case greatly by the addition of so many lies. He would order him 21 days' hard labour.

STREET AMUSEMENTS.

A coloured man, named R. Richards, and a German seaman, named H. Olsen, were charged with being drunk and fighting in the streets. They were fined $1 each.

STEALING COALS.

Wong Aho, a coolie, was charged by Chinese constable 280, with stealing coals from baskets carried by coolies into godowns.

The prisoner contended that they were dropped by the coolies and he picked them up.

He was convicted of the unlawful possession, and fined $10; in default, one month's hard labour.

PADDLE YOUR OWN CANOE.

J. Wilkins, a seaman on board the O. & O. S. Co.'s *Oceanic*, was found drunk and incapable by P.C. 35 in an empty punt without oars or means of rowing. It appears he could not get a boat on Saturday evening to take him; he therefore got into the punt but finding no oars, lay down to sleep.

Fined 50 cents.

AN OLD OFFENDER.

Sew Ating, an old offender, was charged by P.C. 69, with being a suspicious character, the constable having found him on the top of houses in Aberdeen on the night of Saturday.

The prisoner was identified by Mr. Warden Grey as an old offender, and he was sentenced to six months' hard labour.

DRUNK AND INCAPABLE.

Two seamen, named W. Monat and J. Brion, were fined 50 cents each, for being drunk and incapable.

A DRUNKEN WOMAN.

A boatwoman, named Chan Chuk Mooy, charged a man named Chung Akam, with stealing her gold ring.

The prosecutrix said she got drunk, and the prisoner teased her and she slapped him. He then pulled her finger ring off and went away. She knew the prisoner, and told her husband, who beat her for it.

His Worship said he did not as a rule like husbands to beat their wives, but he thought she richly deserved what she got.

The prisoner said the woman was very drunk, and was larking with a lot of people, and must have lost her ring in the romp.

Discharged.

ASSAULT.

A coolie, named Chan Aloi, was charged by Yung Afat with assaulting him.

The prosecutor said the prisoner and five others came to him and said they wanted to look at the end house of an empty row in First Street he was watching. He shewed them the house and they said they wanted to play cards there as they had nothing to do. He told them they could not, when they commenced to beat him, and to throw stones, one of which struck his arm, which was very painful. The prisoner was arrested, but the others got away.

After other evidence, the prisoner was fined $2; in default, seven days' hard labour.

ASSAULT.

Two privates in H.M. 80th Regiment were charged by U. Aman, a military contractor's assistant, with assaulting him.

The prosecutor said he went over to Too Kar Wan in his boat hired by the month. On landing, the prisoners came up to him and said they wanted to go to Hongkong in his boat. He told them his boat was private and could not be taken, and that there were plenty of boats around without taking his. The prisoners said they wanted his boat, and because he refused, the first knocked him down and both held him and beat him. The second then bit him on the thigh. European constable No. 61 arrived soon afterwards, and took them into custody.

P.C. No. 61 said he saw from the distance the prisoners beating the prosecutor, and he ran to his assistance. He saw the second prisoner bite the prosecutor who bled very much. The second prisoner was very excited from drink and having fits had to be sent to the Hospital, where he had been since Saturday afternoon.

The first prisoner said he thought it was his own boat he left till he returned from the canteen, where he had been to get a glass of ale.

The second said he offered 40 cents to be taken to Hongkong seeing their boat was gone.

The case was then remanded until to-morrow the 1st June, (this day).

STEALING TEN DOLLARS.

The remanded case in which W. Aitkinson, carpenter on board the British steamship *Statesman*, charged a Chinese boy, with picking his pocket of $10, came on again.

The prosecutor said that on the 23rd instant, he was on shore with the boatswain, and was trying to purchase some violin strings. Going along the road he stopped a respectable looking Chinaman to ask where he could buy any. As he was talking and pulling out the pattern string from one pocket he felt some one's hand at his other side pocket. He seized the hand and found it to be the prisoner with his ten $1 notes in his hand. He picked up the notes, as the prisoner dropped them on the ground. He gave him into custody.

The boatswain corroborated the prosecutor's statement.

The prisoner denied the charge, and said it was another man who ran away.

The prisoner, after a severe caution, was sentenced to two months' hard labour, and was ordered to receive three floggings of ten strokes each.

CHARGE OF DECOYING A WOMAN.

Two women named Choi Ason and Yeong Kwai Tsoi, were charged by a woman named Leong Afoong, with decoying her from Hongkong on board the steamship *Biga* for Singapore against her will for the purpose of prostitution.

The prosecutrix said she was a widow and lately lived in Taipingshan. On the 20th, the second prisoner came to her house and mentioned something about Singapore. She said she would not mind going to Singapore, but she had no money to pay her passage. The second said it was a good place to go to; she could earn money there. She said if she would lend her $30 she would pay her on her arrival at Singapore. On the 26th, she went on board and she was told by her she would procure her a situation as a servant. She consented to go and received the money to pay off some debts and to pay her passage. She finally went on board and went to sea. On the first day out the prisoners both told her what to say on her arrival at Singapore, and told her she was to be sold to a brothel. She said she did not want to go to a brothel. She was 30 years of age.

The prisoners said they each advanced $15 to the prosecutrix, who came to them saying she wished to go to Singapore, and as they were going would they lend her money, and she would refund it there. They had no idea of putting the woman in a brothel. Discharged.

MARINE MAGISTRATE'S COURT.

31st May.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "GLAMIS CASTLE."

Jas. Raison, master of the British steamship *Glamis Castle*, charged William Hartican, storekeeper on board, with refusal of duty.

The prisoner, who said he wanted his discharge, and that he would not proceed in the ship, was sentenced to one week's hard labour at the order of the captain.

THE "GLAMIS CASTLE" AGAIN.

David Graham, chief officer on board the British steamship *Glamis Castle*, charged Benjamin Turner and Alfred Watts, quartermasters on board, with being drunk, disorderly, neglecting their duty and making use of abusive language on board on the 29th instant at 8 p.m.

The prosecutor said he ordered Watts to go aft, when he was very insulting to him and refused to obey the order. Later in the evening he found Turner with a bottle of liquor, which he took away and threw over board. They both then abused him for throwing it over. Watts put himself in fighting attitude and attempted to strike him, and a scuffle ensued. He reported the matter to the master, who ordered him to give the prisoners into the custody of the police. Turner went quietly, but Watts would not go, and the police had to get assistance to take him away. While the police were away Watts got a belaying pin and came to him and said he would knock his brains out. This was in the hearing of the second officer.

Turner said he was not very drunk and was sorry for it.

Watts said he was sorry for what had happened, but maintained that the chief officer struck him.

The prisoner Turner was discharged, and Watts sentenced to one week's hard labour at the order of the captain.

THE "G. F. RAY."

Peter Fraser, master of the British bark *G. F. Ray*, charged Charles Wilson, seaman on board, with refusal of duty on the high seas.

The prosecutor said the vessel was leaving Saigon on the 29th April when the prisoner came aft and said he would not do any more duty. He had been on shore in Saigon and had to be brought on board by the police. The prisoner was put in irons and given bread and water, and was asked each day if he would go to his duty and each time refused, up to arriving in Hongkong.

The prisoner, who said he refused duty because the vessel was not a fit ship to be on board of, was condemned to one month's hard labour.

When you see a physician sprinkling ashes on the icy sidewalk in front of his residence, you may know he has retired from the profession.

THE VOYAGE OF THE "NAMOA," FROM HONGKONG TO SYDNEY AND BACK.

The following is the report of the steamer *Namoa*, Captain Westoby, from Hongkong to Cooktown, Sydney, and Newcastle and back:—The *Namoa* left Hongkong on March 19th at 5 p.m., with 517 Chinese and 4 European passengers for Cooktown and Sydney. Experienced strong N.E. winds and heavy sea to the North end of Luzon, which was passed on the 22nd at 4 p.m. Down the East side of the Philippine Islands had light variable winds and squally weather. On the 26th at 3 p.m., passed Palmas Island, and entered the Malacca Passage. On the 29th passed through the Manippa Straits into the Banda Sea, thence between Timor Lout and Arrow Islands into the Arafura Sea. Sighted Booby Island on 3rd April at 10 a.m. Steamed through Torres Straits and anchored at Somerset at 4 p.m. same day. Left again at daylight on the 4th, and at 7 a.m., passed the str. *Egeria*, bound to Cooktown. At 7 p.m. anchored off Cape Restoration for the night; at daylight on the 5th proceeded on the voyage. At 11.45 passed the Eastern and Australian mail steamer, going North; anchored at 9 p.m. off Cape Melville with dark cloudy weather. Started again at daylight on the 6th, and arrived at Cooktown at 7 p.m., having been 18 days from Hongkong, including all stoppages, 16 days of which were under steam. On 7th and 8th April landed passengers in ship's boat, all well. Left Cooktown for Sydney at 6 a.m. on the 9th. Rounded Sandy Cape on the 13th at 8 a.m. Experienced strong Southerly winds and heavy sea to Sydney, which reached at 6 a.m. on the 16th, being 27 days and 12 hours from Hongkong, including all stoppages and detention. Discharged cargo and left Sydney at 10 a.m. on the 17th for Newcastle, arriving there at 5 p.m. the same day. Commenced loading on the 21st, having had to wait our turn to get under the cranes; took in 1,300 tons coal, and left for Sydney on the 23rd at 9 p.m., arriving there at daylight the following morning. Steamed alongside the Circular Quay. On Sunday, May 1st at 6 a.m., left the Circular Quay, and steamed out to the heads; finding it blowing a heavy gale from the Eastward with high sea, stood into Watson Bay and anchored for the night; on Monday, the 3rd, there was no improvement in the weather, and we steamed back into Sydney for a fresh supply of provisions, having on board eighty European gold diggers for Cooktown; on Tuesday, the weather moderating, we started at 10.30 a.m. The steamer *Adria* started for Hongkong one hour later. Experienced fresh N.W. winds and confused sea to Sandy Cape, which was passed on the 8th at 4 a.m.; on the 11th, passed the steamers *Japan* and *Scotland*, bound South, all well; arrived at Cooktown at 10 a.m. on the 12th; the steamer *Adria* arriving same day at 8 p.m.; on Friday, May 14th, the *Tom Morton* arrived at Cooktown from Hongkong. Left Cooktown with 45 steerage passengers for Hongkong (return diggers) with 2,500 ounces of gold between them, valued at £10,000 sterling; at 6.40 p.m. we anchored off Cape Melville for the night, and proceeded again at daylight next morning. At 3 p.m., passed the *Brisbane*, bound South; anchored off Cape Duratson at 6.40 p.m. Proceeded on at daylight, and anchored under Cairncross Island at 7 p.m. Weighed again at 4 a.m. on May 17th, and anchored at Somerset at 9 a.m. to discharge 4 large smacks for pearl fishery. At 2 p.m. same day the *Adria* passed Somerset on her way to Hongkong. Left Somerset at 3 p.m., and steamed through Torres Straits. Cleared Booby Island at 9 p.m. that night; on the 18th *Adria* in company until dark, when we parted, each taking a different route, the *Adria* going to the Eastward of the Philippines. On the 20th, we passed between Timor Lout and Arrow Islands into the Banda Sea, thence through Manippa Straits and Pitt's Passage to the Malacca Passage; crossing the Equator at noon on the 23rd; passed through the Banda Passage into the Celebes Sea, at 2 a.m. on the 24th; on the 25th at 7 p.m., passed the Town of Zamwonzan, on the Baselan Straits, and entered the Sulu Sea. At 8 p.m. on the 17th entered the China Sea, through the Northumberland Straits, and set course for Hongkong. Experienced light variable winds and fine weather throughout.

SHANGHAI.

The M.B. steamer *Kanagawa Maru* is reported on shore in the river above Half Way Point, and will have to discharge cargo before she can be got afloat.

The brig *Georgina*, from Nagasaki, is on shore at the Block House spit. Lighters have been sent to her assistance. She is offered for sale as she lies.

The gale of the 13th and 14th ult. is said to have been one of the most severe that has happened on this coast for a long time, and in the neighbourhood of the Saddle Islands it was felt with terrible intensity, involving much loss to native shipping and lamentable destruction of life. Mr. Snowden, the pilot concerning whose safety, and that of his crew, some anxiety was felt lately, came up the river on the 23rd ult., having been weather-bound for several days among the islands. He reports that on the Friday he saw at one time three Ningpo boats bottom up, with several men clinging to the keels. At great risk he put out from his anchorage, and steered towards them in the hope of saving life. He succeeded at one time in getting close enough to see their features, but the sea was running so high and the wind so fierce, that it was equally impossible either to lower a boat, cast a rope to them, or steer the schooner near enough to take them on board, although he remained in their vicinity the entire day, experiencing the horror of seeing the unfortunate wretches washed off one and two at a time, until all were drowned before his eyes. The scene was, he says, most agonising, but owing to the noise of the wind and sea, he was spared the additional pain of hearing their cries for help. Large quantities of junk wreckage were floating in the neighbourhood of both the False and North Saddles, betokening the force of the gale.

On the 24th ultimo, an important case was heard before Geo. F. Seward, Esq., U.S. Consul General, and Messrs. Talbot Olyphant and John Thorne, Assessors. The plaintiff, F. B. H. Jenkins, sued Mr. George B. Glover, Commissioner of Chinese Imperial Maritime Customs at this port, to recover Tls. 6,687, the alleged contract price of 275 revolving rifles and 140,000 cartridges. Plaintiff alleged that the contract was made by him with a duly authorised officer of the Chinese Government, and that the arms were imported under a special permit from the Superintendent of Customs at Shanghai, but that on their arrival the agent of the said officer refused to take them. In April last, the plaintiff offered the arms and ammunition for sale by public auction, but the defendant was alleged to have stopped the sale, as being illegal and in violation of the treaty between the United States and China, signed on the 18th June, 1858. The hearing was confined to the question, raised by Mr. Wainewright, whether the defendant, as being a servant of the Chinese Government, and acting under its authority, was amenable to a Consular Court. Mr. Eames, for the plaintiff, contended that he was so amenable, inasmuch as it was not shown that he had not acted outside his instructions, and, further, that the arms, having been legally imported to the order of the Chinese Government, though afterwards refused by its officers, became disposable in the same way as ordinary merchandise. The Court reserved judgment.—*N. C. Daily News.*

HANKOW.

A Hankow correspondent writes, on the 21st May:—We had a Lottery last night on the Ocean Steamers—

Fleurs-Castle ....1st favorite.
Hankow ....2nd do.
Glenartney ....3rd do.

The *Glens* are much fancied, and the *Hankow* is being backed freely to make the fastest time from here to Gravesend. My favorite is the *Glenearn*; her public form is first rate, and I fancy she will give them all a dusting. She is, as the sailors say, a "heeler."—*N. C. Daily News.*

TIENTSIN.

18th May.

Yesterday morning, about half-past nine o'clock, H.E. Li Hung Chang came to the mercantile establishment of the C.M.S.N. Company, situated in this Settlement, and after staying there for a quarter of an hour, went on board the C. M. S. N. Co's new steamer *Yehsin* and inspected her, this being her first trip to Tientsin from Shanghai, since her arrival from England. He remained on board for about half-an-hour, after which he proceeded in his sedan to the lately erected granaries of the Grain Transport Service, situated near the Rampart Forts, about six hundred yards below the British Settlement. He stayed there for a quarter of an hour, after which he returned to the city in his steam-launch, which towed a gig conveying some of his people. His Excellency was accompanied in his inspection of the steamer and the new granaries by General Chin, the Commandant of the Tientsin garrison; by Woo, the Territorial Taotai; by Sun, the Customs' Taotai; by Choo, the Salt Taotai; by Ma, the Prefect (Chefoo) of Tientsin foo; by Yin, the Magistrate (Chehsien) of Tientsin; and by Choo, the Taotai of the Grain Transport Service, besides a host of petty mandarins; and escorted by a company of the Southern Legion. On his Excellency reaching the granaries, the Chinese gunboat manned yards and fired a salute of three guns. On his departure in his steam-launch, this was repeated.

In my last I mentioned that we had received tidings here that an insurrection had broken out in Manchuria, and that the Governor General of this province had received instructions from the Central Government to send troops as soon as possible to the disturbed region. To-day, General Chin, the Commandant of the garrison at Tientsin, inspected a regiment of foot soldiers—one thousand strong in rank and file, besides officers; a regiment of cavalry—five hundred strong in troops, besides officers; and a battery of artillery; and paid them one month's pay in advance. These troops will leave here on the 23rd instant for Newchwang—the foot soldiers going by sea, and the cavalry and artillery going by land, *viâ* the Shan-hae Pass. The men are all natives of the province of Chihli, and drilled after the Foreign fashion.

The weather may be now called warm, the thermometer at daylight standing at from 60 degs. to 65 degs. Fahrenheit, and rising during the day to 85 degs. Fahrenheit. The country around has within the last few days assumed a green colour, yet we are still much in want of rain for the benefit of the crops, as the ground is very dry.—*N. C. Daily News.*

THE YUNNAN OUTRAGE.

"Puritan" writes, under date of 11th May, to the *N. C. Daily News* as follows:—I once more, with your permission, presume to lay before the British public a few observations respecting the intended investigation into the assassination of Mr. Margary and his servants in the province of Yunnan, and which I trust your readers will at this moment deem acceptable.

Mr. Margary, on his making the journey through China from east to west, stayed some days—report says a week, at the town of Manwein; and was entertained by the Chinese civil authority of that place; Mr. Margary having been furnished with a passport, which was drawn up in the English and Chinese languages, and which bore the seals of Great Britain and China; and being besides furnished with despatches from the Tsung-li-yamên, at the desire of Mr. Wade, Her Majesty's Envoy, to the provincial authorities on the route. The Chinese functionaries at Manwein were thus well aware that Mr. Margary was a British subject, and a British officer, travelling in the Empire of China by the written permission of the Chinese Imperial Government: and that it was consequently their duty, as stated in the passports, to protect and aid him while on the journey within their jurisdiction. Consequently, on Mr. Margary's second appearance in Manwein, and still provided with a passport and despatches as before the local authorities were fully cognizant of his nationality, and of his position as a British officer; and as the inhabitants of the place had already seen him holding official intercourse with their authorities on his first coming to Manwein, they also, most undoubtedly, were perfectly cognizant of his nationality, and of his rank; for the Chinese people have the habit of asking for information on these points on seeing foreigners; and, consequently, when Mr. Margary was assassinated at Manwein, both the Chinese functionaries and the Chinese people of the place were aware that a British subject, and a British officer, was being assassinated.

The civil authority of the town of Manwein is a Foo-sze, or native magistrate, and the military officer stationed there will be found to be of the rank of a Major in the Imperial service. The chief civil functionary at Tang-yue (Momein) holds the rank of Sub-Prefect, and, from the Chinese Red Book I learn he is named Fang-kwei-fang and is a native of Anhwuy province, (a native of the same province as Li Hung-chang, and, I think, also as Pwan Ting-sin, the Fantae of Yunnan). The chief military authority at Tang-yue holds the rank of Major-General, is named Le Wei-shuh and is a native of Yunnan province. From the accounts we have before us, it is shewn that the town of Manwein lies only a short day's journey, some 7 or 8 miles, from the garrison town of Chan-tah. Chan-tah appears to be a fortified place, and, of course, contains a suitable garrison, and lies on the route by the Tee-pe Pass from Bhamo to Tang-yue. The soldiers who attacked Colonel Browne's party, were no doubt drawn from the garrisons of the fortified town of Chan-tah and of the city of the Tang-yue. The commandant of the Imperial troops in the Tang-yue region holds the rank of Tsung-ping, or Major-General, and is named, as said above, Le Wei-shuh. General Margary, in his letter to the *Times*, alludes to the Chinese troops who attacked Colonel Browne's party, "as being commanded by the nephew of Lee See-hie." Le Wei-shuh and Lee See-hie may be the same general under different names.

It is, under all these circumstances then, of great importance for the strict and just carrying out of the investigations, that an official of high rank be appointed by the Central Government of China to go to Yunnan with the British officers, to aid them in every way possible, by his superior standing in the Imperial service, and by his being unconnected, as a provincial official, with the local provincial authorities of that part of Yunnan where the outrage was perpetrated, to obtain the actual facts regarding the assassination, so that the British officers may later have no doubts left on their minds as to who are the guilty parties. I have in my former letters already pointed out that Sung Paou-hwa, the officer selected by H.E. Li Hung-chang to go with the two British officers in the Yunnan Commission, is not a proper man for the important business of investigation, in consequence of his subordinate standing as a Chinese officer giving him no authority over the Yunnan officials; for even the civil functionary of Tang-yue (Momein) is of higher standing, being a Sub-Prefect, than the officer selected by Li Hung-chang; and if the accounts we have received be true that the head of Mr. Margary was exposed over the gate of Tang-yue (Momein), the chief civil functionary of Tang-yue is assuredly a guilty party; and according to Chinese law must be interrogated, together with all his people, in regard to the assassination of Mr. Margary and his servants.

We have, then, reason to take it for granted that the Sub-Prefect of Tang-yue, the Major-General of the Imperial forces in the Tang-yue region, and the subordinate officers of these two men, are concerned in the assassination and in the attack on Colonel Browne and his party. These civil officials and military officers of the province of Yunnan are, we are perfectly aware, the subordinates of the Governor of the province of Yunnan; and in all ordinary cases, we should look to him alone to investigate his provincial affairs and do justice. The present affair is, however, an extraordinary one, and we cannot depend altogether upon his judgment in settling it. Hence, the British public has yet to learn who has been deputed by the Central Government to try judicially these civil officials and military officers of the province of Yunnan; for we trust we shall not in the end have to come to the conclusion that the nominee of H.E. Li Hung-chang, Sung Paou-wha, is the official deputed for that purpose. According to the British Treaty with China, Chinese are tried by the Chinese territorial authorities of the place in which they have been guilty of any outrage on British subjects; but this language refers to the Chinese people alone, and not to Chinese officials. The British officers deputed by Mr. Wade, Her Majesty's Envoy, to go to Yunnan, proceed there, as we may say, to watch the proceedings of the Court; to put interrogatories to the parties under examination, in order to obtain satisfactory information for Her Majesty's Government; to point out to the judge of the Court parties whom they wish to be examined; and finally to obtain justice for the assassination of Mr. Margary and his servants, and for the attack on Colonel Browne and his party. After the massacre at Tientsin, the Central Government at once deputed high officials from Peking and other places, and not holding territorial positions in the province, to go to Tientsin. It appears then, to my humble judgment, only right that we should demand that the Central Government depute a high official to proceed from Peking to Yunnan, to try the guilty parties.

In a friendly spirit, I will now sincerely and earnestly urge upon the Central Government of China to act with promptitude in this affair, and with all sincerity and justice to settle it; for they may rest assured that the British people are determined to have justice, and should the British Government, in the end, become convinced that the Government of China is endeavouring to evade doing strict justice, Prince Kung and the Ministers generally may be assured that the hour will soon arrive when England will, like Macduff, exclaim "My voice is in my sword." China will lose a staunch ally in Great Britain, in her approaching troubles from the West—Kashgar and Eastern Turkestan.

SINGAPORE.

The five survivors of the boat's crew of the *Euxine*, after spending considerable time in jail here, are to be sent home by the *Nestor* to-morrow, nominally to be tried there, the Court here having no jurisdiction over them; but in reality, we presume, to have the question of their amenableness to trial settled in England.

We regret to learn of a fatal accident, through the careless handling of firearms, resulting in the death of a European seaman on board the Swedish barque *Orienten*, Capt. Stoel. This vessel cleared on the 18th instant for Bangkok, and had got out nearly as far as Rhio Straits when the accident occurred. The facts, as nearly as we can gather them, are as follows. The cabin of the vessel opens aft, near the wheel, there being a passage-way along the deck on each side of the cabin for crew to pass along. The second mate had a revolver in his berth, and deeming it unsafe to leave it loaded, he came out of the cabin about 4 o'clock yesterday to fire it off, but instead of going to the ship's side he stood near the door, and aiming above the rail, fired. Just as he pulled the trigger, one of the sailors, on his way to relieve the man at the wheel, emerged from the passage-way beside the house, and received the ball in the corner of his forehead, just beside the temple, and fell mortally wounded. The Captain immediately put about for Singapore, reaching the harbour late yesterday evening, and at once summoned Dr. Keiser to the assistance of the wounded man. Dr. Keiser brought him ashore to the hospital, where he died shortly afterwards. The second officer and all who could give any evidence in the matter were brought ashore this morning, and a Coroner's inquest is being held on the body of the unfortunate man, pending the result of which we venture no comment.—*Singapore Times, May 22nd.*

CHINESE ADDRESS TO SIR ANDREW CLARKE.

The following address was presented to H.E. Sir Andrew Clarke, late Governor of the Straits Settlements, by the Chinese inhabitants of Penang:—

To HIS EXCELLENCY SIR ANDREW CLARKE, Companion of the most honourable order of the Bath, Knight Commander of the most distinguished order of Saint Michael and Saint George, Colonel in the Army, Governor, Commander-in-Chief, and Vice-Admiral of the Straits Settlements, &c., &c.

Humbly sheweth,

That we the undersigned Chinese inhabitants of Penang being aware of the eve of your Excellency's departure from the shores of the Straits Settlements, probably for ever, to assume a more important office in India, feel anxious to give expression to the feeling which exists among us, created by our observation of the manner in which your Excellency has discharged the duties of your high and sublime office of Governor of the said Settlements during the period of your Excellency's Governorship, since November, 1873, until now.

The people, who had during your Excellency's Government, appealed and sought redress from Your Excellency, were principally, we may say, ourselves, who by our business connections in trade at Perak and Laroot were very frequently compelled to appeal to Your Excellency, about the injustice we suffered from the hands of the Native Chiefs of these places, but through Your Excellency's superior, searching, and exhaustive way in which Your Excellency has undertaken to restore those territories to tranquility, they now assume a very probable and propitious aspect of flourishing again with respect to trade. The efforts and achievements of Your Excellency's labours in this matter cannot therefore be too highly appreciated by us, as well as that done by your Excellency at Siam and Klang.

Feeling anxious that your Excellency should take away from our shores a token of our real respect, esteem, and good feeling in which we the undersigned Chinese Inhabitants of Penang hold you, among whom you have administered with such remarkable impartiality, independence and good judgment which has obtained for your decisions the respect and esteem of the public in general, we now present Your Excellency with this address, and hope that it may now and again remind Your Excellency of our shores, with lively and kind feelings of the time spent by Your Excellency as Governor among its people.

We now with regret beg to take leave of Your Excellency, with fervent wishes for the prosperity and happiness of your Excellency and Your Excellency's family, and we subscribe ourselves at Penang on this eighth day of May, A. D., 1875.

125 Signatures.

A POOR JOKE.

Nothing would tend so much to sharpen the wits of society and improve the general tone of conversation as a knowledge that the perpetrators of poor or ill-timed jests were liable to be mulcted in heavy damages by a court of law. A step in this direction was taken the other week at Nairn, in Scotland, where a fish-curer named Rose sued an auctioneer named Gordon in the Small Debt Court for £12 damages, for using insulting and contumacious language towards him at a public sale. It appeared that the auctioneer was selling, among other things, some wires for filing letters, and when some of them were purchased by the fishermen remarked that they would "do fine for hanging cod." This observation cut Rose to the very quick, inasmuch as it called public attention to his profession in such a manner as to make him "a laughing-stock to the crowd." On the other hand, Gordon, while admitting that he had made a remark to the effect stated, urged that it was simply "a harmless joke at which he never dreamt Mr. Rose would be offended." Judgment was given in favour of the defendant, the sheriff thinking the joke was "a poor one," but not such as to justify the award of damages. Gordon has had a narrow escape, for, if the poverty of the jest had been actionable, the decision would evidently have gone against him; he was only saved by its harmlessness. All's well that ends well; but the fact that one joker has only escaped narrowly is sufficient to create a widespread feeling of uneasiness in jocular circles.—*Pall Mall Gazette.*

A TRAIN LIFTED BY THE WIND.

The fresh breezes of Queensland appear almost too powerful at times for either comfort or convenience. A train the other day running from Toowoomba to Warwick was lifted off the line by the force of the wind, the passengers, as might be expected, being considerably "shaken;" though fortunately none of them were killed. It seems that as the train was speeding along about three miles past the Cambooya station it was struck by a blast of wind of "hurricane force," which "literally lifted the carriages bodily off the line." Happily at the spot where the *contretemps* occurred the track was level. Had the gust caught the train a few minutes later the carriages would inevitably have been pitched over an embankment about 12 feet high. The consequences, however, were sufficiently alarming. The saloon carriage, in which was seated Sir Redmond Barry, acting Chief Justice of Victoria, and which was next to the engine, turned over on its side, and the composite carriage that followed it, in performing the same evolution, "telescoped" into the end of the saloon, smashing the woodwork and projecting a number of formidable splinters over the seat occupied a moment before by the Chief Justice. The carriage next in order settled at an angle of about 60 degrees, while the remaining waggons precipitated from the track came to a stop "in all sorts of positions." Luckily, the couplings connecting the overturned carriages with the rest of the train broke, and thus saved a worse calamity; but the engine itself was dragged across the rails. The engine-driver, it is stated, behaved with remarkable courage, shutting off the steam and raking out the fires without a moment's hesitation. The passengers, about thirty in number, also exhibited much presence of mind and self-restraint, and, although there were several ladies among them, including two sisters of mercy, no screams were heard. Altogether, it was a singular railway casualty, and the idea of a Chief Justice being whirled through the heavens in a saloon carriage is one that cannot be contemplated without real and painful emotion.—*Pall Mall Gazette.*

TELEGRAPHIC INTELLIGENCE.

The following, Indian and Home telegrams are taken from the Calcutta *Englishman* of the 9th to 12th ultimo:—

ALLAHABAD, 9th May.

Major General Sam Browne is at Simla to become acquainted with the views of the Viceroy on the course to be followed regarding the army remounts for the future.

The following officers will retire from the service under commutation scheme:—

Lieut.-Colonels Fraser, Caylor and Ogilvie.

Captain Biddulph has gone to Saharunpore to select horses from the Government Horse depot for the use of the Prince of Wales during his visit to India.

A large Military Camp assembles at Agra or Delhi during His Royal Highness's visit.

SIMLA, 8th May.

To-day's *Gazette* creates Thonkwa, a Pegu Division in British Burmah, new district, with the head-quarters at Maoobeng.

The Viceroy holds a levée on the 24th instant.

Major Wilkinson is appointed Cantonment Magistrate at Lucknow, *vice* Colonel Smith, retired.

Mr. F. Hervey is confirmed as Under-Secretary in the Foreign Department.

The Burmah Mission is composed of Sir Douglas Forsyth as Envoy, Colonel H. Duncan Member, and Captain T. Forsyth Secretary.

Colonel Pollard, Consulting Engineer to the Guaranteed Railways, Lahor, is granted three months' leave, Major A. Lemesurier officiating during his absence.

During Colonel Macgregor's absence, Major Heathcote officiates as First Assistant Quarter master-General, Captain Grant succeeding him, and Captain Fisher officiating for Captain Grant.

Major Little officiates as Deputy Assistant Quartermaster-General, *vice* Mr. Chapman, proceeded on furlough.

Lieutenant C. Roberts, 72nd Regiment, officiating, *vice* Major Little.

General Browne succeeds General Chamberlain as President of the Stud Commission, the latter assuming his divisional command.

Doctor Dougall's services are replaced at the disposal of the Madras Government, consequent on Doctor Rean's return to Port Bair.

Mr. L. McIver, Assistant Secretary to the Burmah Chief Commissioner, officiates as Town Major, Rangoon, Mr. E. Simkinson taking his place.

LONDON, 8th May.

The following promotions have been gazetted: Lieut.-General W. Anson McCleverty to be Colonel of the 48th Foot, Major-General F. D. George, C.B., to be Colonel of the 76th Foot, and Major-General J. H. E. Dalrymple to be Colonel of the 108th Foot.

The British exports for April amount to 20,250,000 pounds, showing an increase of 750,000 pounds. The imports in the same month amounted to 30,375,000.

Obituary.—Sherard Osborn.

SIMLA, 8th May.

The *Gazette* to-day publishes the names of the mission about to be sent to Burmah as follows: Sir Douglas Forsyth as Envoy, Colonel H. Duncan, of the Madras Staff, as Member, Captain T. Forsyth, of the 62nd Regiment, as Secretary.

BOMBAY, 10th May.

Three Khandeish Princes arrived at Baroda on Sunday morning in charge of the police. One of the three will be adopted. They were taken to the Moti Bagh, where Rání Jamnábái resides. The decision is expected in few days. Fresh disturbances have taken place in the districts. The village of Khárípatam has been burnt, four men killed, and thirty wounded. The Sublia has telegraphed for cavalry. A circular has been issued, announcing that Sir Mádhava Ráo has taken charge of all the departments, except the fauzdárí and the Military.

Major Evan Smith, C.S.I., acts as Consul-General and Political Agent at Zanzibar during the absence of Dr. Kirk with the Sultan.

LAHOR, 11th May.

Háfizolá, a resident of Káfardbarí, informs our correspondent that on the 1st May, Arsalá Khán Gilzái, with sirdárs and troops under him, who were sent to Zilá Sangerbai, Meozeh Katu, for the purpose of clearing the road, preventing raids, and recovering property taken by Nauroz Khan, met the latter's troops, and an engagement took place. On reaching the river, the Amír's forces fired on Nauroz Khan's men, killed three, seized a boat, and got back the property he had taken. Nauroz Khan was away at Chákri. On hearing this he procured reinforcements, and attacked the Amír's forces. He is said to have defeated them, recovering the booty, and taking the boat, which he destroyed. It is rumoured that about eight men were killed on the Amír's side, and the property retaken was distributed among the followers of the late Chief of Lalpura. Nauroz Khan is staying on one side of river, and the Amír's forces on the other side.

LONDON, 10th May.

The Duke of Buckingham has accepted the Governorship of Madras.

The flying squadron will escort the Prince of Wales to India.

Her Majesty's flagship *Undaunted* passed the Suez Canal on Saturday.

The *Caledonian*, homeward bound from Bombay, went ashore near Capo de Gaeta with her hold full of water. The crew were saved.

DECADENCE OF GALLE.

So rapid is the decadence of Galle since the Canal Steamers began to call at Colombo that we believe it will soon be a matter of serious consideration for the Post Office whether the subsidy for two coaches each way daily should be continued. Except upon English mail days, the postal traffic has become so slight that one mail a day from and to Galle, would probably answer the requirements of the public. The passenger traffic must, of course, have also suffered a large diminution. It seems almost doubtful whether Galle will wait for the completion of the Breakwater for its *coup de grâce*.

A striking proof of the rapid decadence of Galle is seen in the last Customs Returns. According to these tables the whole trade of that port passing through the Custom House from the 22nd to the 28th April consisted in the import of 512 bags of rice from Southern India and 13,031 from Chittagong. The export trade of Colombo consisted for the same time of 18,290 cwts. coffee, 14,451 cwts. cocoanut-oil, 5,220½ cwts. plumbago, 2,674¼ cwts. kittol fibre, 20½ cwts. coir rope, 312¾ cwts. coir yarn, and 169½ cwts. coir fibre. The importation of rice at Colombo during the above period was 29,770 bags. At this rate we shall soon be able to effect a considerable reduction in our Customs establishment at Galle.—*Ceylon Times.*

CONDITION OF THE PHILIPPINES.

A correspondent of the *Temps*, writing from Manila, states that the news of King Alphonso's accession to the throne of Spain reached the capital of the Philippine Isles in the middle of January, and was received with general indifference. The mass of the native population in the colony has never taken the slightest interest in the politics of the mother country, the Government which finds most favour with them being that which interferes the least with the sport of cock-fighting and indulges them with the most gorgeous of religious processions. The creoles, the young Indians who have taken a degree at the local university of Santo-Thomas, the clergy, and the monks and the Government functionaries are not altogether so indifferent as to what takes place in Spain, but the motive of their interest is mainly an interested one. The correspondent of the *Temps* says, however, that many of these creoles (*hijos del pais*) are men of great intelligence, and that they would be sincerely attached to Spain if the Philippine Isles were in possession of anything like the amount of autonomy which most of the English and American colonies enjoy. The inhabitants of the isles are very much irritated to see the most lucrative posts in the archipelago occupied by place hunters who pay their court to the Minister of the day, and who are utterly devoid of principle and morality. The correspondent adds that the European population is for the most part devoted to the Carlist cause, but it would submit to the sway of any Government which did not interfere with its influence over the Indians and confirmed the clergy in their possession of the rich benefices which they have held since the Philippine Isles have belonged to Spain. But at the same time it must be remembered that the native clergy complain that they do not receive their due share of the good things of this world, and hence has arisen a smouldering hostility between the two castes of the clergy which may at some future day burst forth with fury. Three years ago the Spanish monks accused the native priests of exciting the people to conspire against the State, and, though there is good reason for believing that the charge was false, three of them were executed. This act of vengeance has not been forgotten by the native population.—*Pall Mall Gazette.*

THE DEFENDER OF THE PROTESTANT FAITH.

The *North German Gazette* prints the following passage from an article of the *Civiltà Cattolica*, the principal organ of the Jesuits, written last November:—"The struggle will last in Prussia in one shape or another as long as Prussia may exist, for this struggle has its true and principal motive in the essence of that State. By her origin and by all the degrees of her development Prussia is in direct opposition with the Catholic Church. She is by her nature the mortal and principal enemy of Rome. In her present formand composition Prussia rests on Protestantism and its doctrines. Prussia is the bulwark of Protestant Germany. All those who have separated themselves from the Catholic Church in consequence of the regrettable conflict of the sixteenth century have their eyes fixed on Prussia. With Prussia is maintained, and with her falls, the struggle against the Church in Europe."

REPORTED APPEARANCE OF A WILD MAN NEAR DARJEELING.

A real wild man of the woods has, it is rumoured, made his appearance on the Hope Town spur. He is said to be of small stature, dark colour, has his toes where his heels ought to be (it is not known whether his head is where the caudal appendix ought to be fixed), and he has a beard which extends far below his knees, and which, in fact, takes the place of the garments assumed by our first parents after the fall. His chief delight appears to be rushing about the jungle, popping his head out now and then, making faces at coolies and managers, thereby frightening them out of their wits, and bowling like a large pack of jackalls. Nearly all the planters in the neighbourhood have sworn to finish him off, and have loaded rifles ready night and day to kill the monster, who is supposed to be the apotheosis of a former resident.—*Darjeeling Times.*

MARINE INSURANCE.

The subjoined letter, signed "Underwriter," appears in *The Times* of the 10th April:—A paragraph upon insurance appears this day in your City article, which, although obscure to many of your readers, contains in fact, to those who are acquainted with the subject, the begging of the whole of a most important question in favour of one side, while the case of the other is, by implication, prejudged. The information has evidently been furnished you with the object of influencing the public mind in favour of the steamers of certain companies, and the question at issue is whether they are as safe for the conveyance of goods as those of the P. and O. Company. You have only to turn for an answer to the reports of the London insurance offices, from which you will see that losses have been simply ruinous. On the China route alone I may instance the *Ulysses, Canton, Hongkong, Singapore, Drummond Castle, Gordon Castle, Don,* and *Parnassus*, lost or stranded in the past four years, the claims in respect of their cargoes having probably been little, if at all, short of a million sterling; while the P. and O. Company during that time and upon the same route have not lost a vessel. *The Times* remarks upon the letter as follows:—There is much force in the observations of "Underwriter," and probably many steamship owners have brought the higher rates at which their vessels are insured upon themselves by their own recklessness. At the same time, there is probably nothing which would cure that recklessness sooner than the step proposed and announced by us yesterday, if the owners are really by that means to become their own insurers. If they are merely setting up a rival company with other people's money, the result, in the present state of marine insurance, will not unlikely be much less beneficial than the promoters of the movement anticipate.

Mr. Alfred Holt has addressed the following letter to *The Times* to vindicate the Ocean Steamship Company from the charge of reckless management:—"Underwriter" is hardly fair in heading the list of "ruinous losses" in the China trade with the name of the Ocean Steamship Company's steamer *Ulysses*. The mishap to that vessel is too recent for more than very incomplete accounts to have reached this country, but from them it is evident that if there be any claim at all on underwriters it will be a small one. I do not want to compare the Ocean Steamship Company with its admirably managed rival, the P. and O. Company, but, as your correspondent has done so, I apologise for saying, in self-defence, that during the period he reviews our vessels have made about as many voyages, and carried many times more cargo than theirs; and for a comparison of results I refer him to his own books. Will "Underwriter" explain the difference between the standing of the *Ulysses* in the Red Sea last February and that of the P. & O. steamer *Bokhara* about eighteen months ago near Hongkong? So far as regards your own admirable remarks, I may state that neither the Ocean Steamship Company's steamers nor their freights are insured, the company taking its own risk.

CAREER OF AN ASSASSIN.

The Paris correspondent of the *Scotsman* writes:—

A letter from Corsica informs us that a man called Alberti, after a long career of bloodshed, has at length fallen a victim himself. In 1868, Alberti set fire to some weeds in his field. The fire spread and burned a little bit of a neighbour's crops. The shepherd, Casimiri, saw the accident, and told Casanova, the proprietor of the damaged field, what had happened. An action ensued, and Alberti, fined 10 francs, vowed mortal hatred against the Casanovas and the Casimires. The next day he shot Casanova, and took to the thickets after the national custom, and there he waged war with the gendarmes, shooting more than one. Alberti, once a bandit, began to levy black-mail, but still in a very polite manner. Alberti next came across Germani, the brother-in-law of Casanova, and shot him; then he shot the little boy of Casimiri, as he was sitting on a rock looking after his father's cattle. The boy not having been killed by the bullet, Alberti finished him off with his poniard, striking his victim with such force that the blade after having passed through his body was broken on the rock. Alberti's wife, in accordance with the national traditions, kept her husband supplied with ammunition and food. She was one day insulted by a Casanova, and the next day the insulter's grandfather was shot as he was ploughing his field. No one dared to touch the body, which after some days was carried off and buried by the gendarmes. After the assassination of Germani, the second brother of the victim joined in the pursuit of the assassin, and acted as guide to the gendarmes, but without success. Of a sudden he renounced the idea of revenge, and received word from Alberti that he might go about his daily occupation without fear. A few days afterwards Germani met Alberti, and received the discharge of a blunderbuss. Though wounded in four places, he made a miraculous recovery. Hearing of what had happened, the third Germani, who had been condemned to 10 years for stabbing, who had completed his time, but who was still kept under the eye of the police, managed to leave France and get back to Corsica. On his arrival he at once plunged into the thickets in quest of Alberti, and then commenced a sort of three-cornered duel, like that in "Midshipman Easy." The gendarmes were in pursuit of both bandits, who protected themselves against the gendarmes, who left Alberti and Germani little time for popping at each other. Germani, by the way, had commenced operations by shooting Lucacci, the uncle of Alberti's wife. Whilst this warfare was going on, Alberti came across Casimiri, the shepherd who had given evidence against him, and Casimiri was immediately disposed of. Finding matters growing too hot, Alberti determined to leave Corsica for a while, but having heard that a man called Santini had assassinated his father-in-law, he deferred sailing until he could revenge himself. He passed the night of the 1st March at a small village, and after a copious breakfast next morning started for the thicket. However, overcome with sleep, he threw himself on the ground before reaching shelter, and wrapped up in his cloak, closed his eyes, and awoke no more. The brother of Casimiri came upon the bandit, and instantly despatched him, and it is supposed that Alberti had been previously drugged. In a few years we shall probably hear of Alberti's son killing a young Germani or Casimiri. The most terrible part of the business is that these vendettas spring up upon such slight provocation. In the case of Alberti a fine of 10 francs was productive of a dozen murders. There are still several bandits in the thickets, amongst them the brothers Bellacoccia, who took to the thickets sooner than serve in the army. They are much liked in the country, and follow the example of Robin Hood, as far as only taking from the rich to give to the poor is concerned, nor will they tolerate any other brigands in their neighbourhood.

THE REAL STATE OF SOUTHERN ITALY.

Something yet remains to be said about the state of Southern Italy, as revealed in Signor Villari's letters. It is to be noted that while the Camorra and Maffia have their principal seat in the large towns, the Brigantaggio has the open country for its scene of action. Now, Italy being an agricultural and not an industrial country, this visitation, which weighs upon the whole rural population, is perhaps yet more disastrous than the others. Nearly all the brigands in the Capitanata and other Southern Provinces are peasants; and those among the peasants who do not actually take part in the brigantaggio favour it by all the means in their power. Nevertheless, as long as the peasant can support himself by work, be his toil ever so arduous, or even perilous to health, he will always prefer that life to turning brigand; as is to be seen in the Abruzzi, whence the labourers emigrate in large numbers to the Roman Campagna in search of bread—too often to meet with death from Roman fever. At one time there was some hope that the sale of Church property would create a class of small landholders, and thereby diminish the wretchedness of the rural districts; but the greater part of the lands have been bought by the proprietors of large estates, and so that hope is defeated. Both large landowners and peasants inhabit the towns of Southern Italy, the country being quite abandoned. There exists no intermediate class between these two; and the population being numerous, and finding no employment in manufactures, wages for field labour are naturally very low, and the labourers are completely at the mercy of the landholders. They go out to the fields to work, leaving their families in the towns, and only seeing them once or twice a month. In the country the men live in a sort of dens, subject to the orders of a massaro who distributes their meagre rations to them and overlooks their unremitting labours. Their miserable condition, according to the authority whom we are quoting, is to be sought in the peculiar tenour of their contracts. Being often unable to fulfil them, they see starvation before them, and are driven by necessity to theft and association with thieves.

The peasant's condition, the landholders' tyranny, and the nature of the compacts entered into by them, must be studied in Villari's letters in order to form an adequate idea of the miseries of Italy. As for the remedies he suggests, they are much the same as those to which Prussia had recourse some fifty years ago in order to redeem her peasantry from a similar state of barbarism. The system of legislation adopted by Stein and Hardenberg (1807 and 1811) converted the peasant from a pauper into a small landowner; a species of local and paternal magistrature was established, and, above all, a bank of credit for the peasantry, enabling them to procure necessary funds at a low rate of interest. Progress even there was slow, but events have since proved that it was sure. Villari also recommends that the example of Great Britain should be followed. He is an admirer of Mr. Gladstone's agrarian legislation in Ireland, which, he seems to think, would work still better in Italy, because there it would be less subject to hindrance from political and national difficulties. There is, indeed, no such thing as party spirit in the rural districts of Italy, and no one dreams of claiming a national independence for the Capitanata or the Basilicata.

I will not follow Villari into the reflections in which he indulges toward the close of his letters concerning the moral responsibilities of the higher and middle classes in his country; enough that he strives to show that the life of his countrymen was a nobler one at the time they were dreaming of future unity and national independence than it has been since both those ends were attained. Most people will agree with all he says on that head and on the necessity that a nation should acknowledge higher aims than the equilibrium of its budget. Nevertheless, until this all-important point be won, it would be vain to attempt reform in any other direction. Italy has done scarcely anything towards reforming her administration, public instruction, jurisdiction, assessment of direct taxes, ecclesiastical legislation, army, &c., though all these things have been touched upon in the House. As long as the territory was not constituted (as it was not till 1870), and as long as there remains a deficit (which, it is to be hoped, will not last longer than 1876), there is but little cause for blaming either the Government or the legislature for leaving a radical reform unaccomplished. A country groaning under *agio* and enjoying no credit is like a man continually menaced with imprisonment for debt: it is clogged by invisible fetters, impeded at every step, and deprived of the security and peace necessary for great or decisive action. Italy is on the eve of putting her house in order; let us hope that when that is achieved she will begin to turn her thoughts at once toward the moral, intellectual, and material elevation of her children.—*Pall Mall Gazette.*

The Danish commercial navy numbered last year 2,723 sailing vessels, with a tonnage of 185,219, and 123 steamers of 7,001-horse power, and a tonnage of 27,831.

To be happy is the chiefest prize, to be glorious the next lot; if a man have lighted on both and taken them to be his, he hath attained unto the supreme crown.—*Pindar.*

Fine sensibilities are like woodbines—delightful luxuriants of beauty to twine around a solid, upright stem of understanding; but very poor things if, unsustained by strength, they are left to creep along the ground.

COMMERCIAL INTELLIGENCE.

31ST MAY, EVENING.

New Patna, $573½, cash, sales amount to about 25 chests; New Benares, $550 to $551½, cash, little doing; Old Patna, $590 to $595, sales reported of about 10 chests; Old Benares, $560, nominal. No change in Malwa. Imports per steamer *Achilles*, 244 chests Persian opium.

EXPORT CARGOES.

Per M. M. steamer *Anadyr*, for Marseilles and London:—

FOR MARSEILLES.—161 bales Silk, 22 bales Waste Silk, 18 cases Silk, 9 chests Tea, 462 boxes Tea, and 430 cases Sundries.

—FOR LONDON.—102 bales Silk, 2 cases Silk, 111 cases Silk Piece Goods, 38 bales Waste Silk, 435 chests Tea, 2,118 half-chests Tea, 29,754 boxes Tea, 489 cases Sundries, and 6 cases Treasure, $112,000.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	4/1½
Bank Bills, at 30 days' sight	4/1⅝
Bank Bills, at 6 months' sight	4/2⅛
Credits, at 6 months' sight	4/2⅛ to 4/2⅛
Documentary Bills, at 6 months' sight	4/2⅛

ON BOMBAY.—Bank, on demand 225

ON CALCUTTA.—Bank, on demand 225

ON SHANGHAI.—

Bank, sight	72½
Private, 30 days' sight	72½

SHARES.

Hongkong and Shanghai Bank Shares.—$21 per cent. discount.

Union Insurance Society of Canton, new shares—$50 per share premium.

China Traders' Insurance Company's Shares—$925 per share.

China and Japan Marine Insurance—Tls. 83 per share.

Chinese Insurance Company.—$192 per share.

Hongkong Fire Insurance Company's Shares—$475 per share.

China Fire Insurance Company's Shares—$142 per share.

Victoria Fire Insurance Company's Shares—$160 per share.

Hongkong and Whampoa Dock Company's Shares—57½ per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—7½ per cent. premium.

Shanghai Steam Navigation Company—Tls. 73 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—57½ per cent. discount.

SALES ON MAY 31ST, 1875.

As reported by Chinese.

White Wax, 2 pieces, $91.50, by Kwong-wingshing to travelling trader.

Saigon Cotton Seeds, 400 bags, at $5.10, by Hop-hing to travelling trade.

Pangtai, 5 bags, at $35.00, by Chew-foong to travelling trader.

Vermicelli, 100 bags, at $6.10, by Tung-chongyue to local trader.

Brown Sugar, 100 bags, at $3.50, by Kwong-fook-wo to local trader.

Dried Lily Flowers, 15 bags, at $10.10, by Kwong-fook-wo to travelling trader.

Cardamons, (inferior), 10 bags, at $22.50, by Yue-chong-tai to travelling trader.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched
LONDON *via* SUEZ CANAL	Antenor (str.)	Williams	Whampoa	Butterfield & Swire	On or about 5th inst.
LONDON	Denbighshire	Angelbeck	Whampoa	A. MacG. Heaton	Quick despatch.
HAMBURG	A. E. Vidal	Angelbeck	Whampoa	Wm. Pustau & Co.	Quick despatch.
SAN FRANCISCO	McNear	D. A. Carter	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Champion of the Seas	R. S. Wilson	Hongkong	Russell & Co.	Quick despatch.
Do. *via* YOKOHAMA	China (str.)		Hongkong	P. M. S. S. Co.	To-day, at 3 P.M.
Do. Do.	Oceanic (str.)		Hongkong	O. & O. S. Co.	On 5th inst., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Hindostan (str.)	Rockell		P. & O. S. N. Co.	On 5th inst., at noon.
MANILA	Delia	Basozabal	Hongkong	Remedios & Co.	Quick despatch.
Do.	Balbina	Miranda	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
ILOILO *via* MANILA	Gravina	Pico	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
Do.	Tanais (str.)	Reynier	Hongkong	Messageries Maritimes	Quick despatch.
SHANGHAI	Nizam (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Achilles (str.)		Hongkong	Butterfield & Swire	This evening.
Do.	Tigre (str.)	Lecointre		Messageries Maritimes	Quick despatch
Do.	Ningpo (str.)	J. M. Rayner	Hongkong	Siemssen & Co.	To-day, at 2 P.M.
SWATOW, AMOY, TAKAO, &c.	Hai-Loong (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	To-morrow, at noon.
Do. AND AMOY	Esmeralda (str.)	Theband		A. MacG. Heaton	Quick despatch.

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C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.

No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.

Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

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Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.

Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for

THE NEW PATENT

ELECTRIC BILLIARD MARKER,

by means of which the score can be marked from the cushion of the table.

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who have consented to act as

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Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"ACHILLES"

will be despatched THIS EVENING, 1st June.

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315 Hongkong, 31st May, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Captain Reynier, will be despatched for YOKOHAMA

Shortly after the arrival of the next French Mail.

C. BERTRAND,
Principal Agent.

830 Hongkong, 31st May, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"TIGRE,"

Captain Lecointre, will be despatched for SHANGHAI

Shortly after her arrival from Europe.

C. BERTRAND,
Principal Agent.

831 Hongkong, 31st May, 1875.

FOR SWATOW AND AMOY.

THE Steamship

"ESMERALDA,"

Captain Thebaud, will have immediate despatch as above.

For Freight or Passage, apply to

A. MACG. HEATON.

tf 829 Hongkong, 29th May, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

will leave for the above place shortly after the arrival of the *Nizam* with the next English Mails.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 26th May, 1875. [803

STEAM TO SHANGHAI.

(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"NIZAM,"

will leave for the above place about 24 hours after her arrival with the next English Mails.

A. McIVER.
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 26th May, 1875. [804

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship

"ANTENOR"

will be despatched on or about the 5th June.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

805 Hongkong, 25th May, 1875.

FOR HAMBURG.

THE *A* 1 German Barque

"A. E. VIDAL,"

Angelbeck, Master, will load here and at Whampoa, and will have quick despatch for the above Port.

For Freight, apply to

WM. PUSTAU & Co.

tf 801 Hongkong, 25th May, 1875.

FOR MANILA.

THE Spanish Barque

"DELIA,"

Captain Basozabal, will have immediate despatch for the above Port.

For Freight or Passage, apply to

REMEDIOS & Co.

tf 709 Hongkong, 10th May, 1875.

FOR SAN FRANCISCO.

THE *A* 1 American Ship

"McNEAR,"

1,308 Tons Register, D. A. Carter, Commander, will load here for the above Port, and will have early despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 640 Hongkong, 29th April, 1875.

FOR ILOILO *via* MANILA.

THE Spanish Brig

"GRAVINA,"

Pico, Master, will have quick despatch for the above Ports.

For Freight or Passage, apply to

REMEDIOS & Co.

tf 744 Hongkong, 14th May, 1875.

FOR MANILA.

THE Spanish Barque

"BALBINA,"

Captain Miranda, will have quick despatch for the above Port.

For Freight or Passage, apply to

VOGEL, HAGEDORN & Co.

tf 714 Hongkong, 11th May, 1875.

FOR LONDON.

THE *A* 1 Clipper Barque

"DENBIGHSHIRE,"

Williams, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to

A. MACG. HEATON.
OR
THOMAS & MERCER,
Canton and Macao.

tf 698 Hongkong, 8th May, 1875.

FOR SAN FRANCISCO.

THE *A* 1 British Ship

"CHAMPION OF THE SEAS,"

R. S. Wilson, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to

RUSSELL & Co.

tf 683 Hongkong, 5th May, 1875.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

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THROUGH TO NEW YORK, VIA PANAMA AND OVERLAND, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*CHINA*" will leave Hongkong for San Francisco, *viâ* Yokohama, on TUESDAY, the 1st June, at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA and OVERLAND.

A Steamer of the Company will leave Shanghai, *viâ* the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 31st instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.

Hongkong, May 25th, 1875.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*HINDOSTAN*," Captain ROSKELL, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 5th June, at Noon, proceeding to Southampton and London *viâ* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 4th June.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 24th May, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE

CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,

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ATLANTIC STEAMERS.

THE S. S. *OCEANIC* will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 5th proximo, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 4th proximo. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.

702 Hongkong, May 25th, 1875.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.

IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.

(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
(„ 13, Sept., 1873, „ XIII.)

Les Fermiers de l'Opium et des Alcools,
BANHAP & CIE.

Vu le Président du Conseil d'Admon.,
A. SPOONER,
6m 106 Saigon, January, 1875.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.
tf 247 Hongkong, 1st December, 1874.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
P. DEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

NOW READY.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1875.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.

tf 1581 10th September, 1873.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE,
1499 Hongkong, 23rd September, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well-Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

WING-KEE COAL-SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1503 Hongkong, 23rd September, 1874.

Post-Office Notifications.

A mail will close

For Foochow (direct).—Per *Statesman*, to-day, the 1st inst., at 11.30 A.M., instead of as previously notified.

For Shanghai.—Per *Ningpo*, to-day, the 1st inst., at 1.30 P.M., instead of as previously notified.

For Shanghai.—Per *Achilles*, to-day, the 1st inst., at 5 P.M.

MAILS BY THE "*UNITED STATES' PACKET.*"

The United States' Mail Packet "*CHINA*" will be dispatched on TUESDAY, the 1st June, at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States, and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per "*CHINA*," and that addressed to the United Kingdom must be superscribed "*viâ San Francisco.*"

ALFRED LISTER,
Acting Postmaster General.

General

Extracts.

THE CRUSADER'S BRIDE.

"Art thou, too, here, my fairest love,
On Palestine's war plain?
I left thee in thy father's halls—
How didst thou cross the main?

"That cuirass weighs upon thy breast,
That brand's too huge to bear;
May Allah shield thee when the trump
Gives challenge far and near."

"Thy absence long I could not bear,
Nor pensive muse at home;
I donned this armour with my page,
And left my childhood's dome;

"Oh, fear not for my maiden heart,
For thee I'll battle brave—
I'll follow 'midst the coming strife,
Where'er thy plume shall wave."

Shrill blew the trumpet's urging blast,
Loud rang the warrior's mail,
As Saracen and Christian knight
Each other did assail.

De-Seton plunged into the fray
With all his valiant train;
But faithful ever by his side
One knight did aye remain.

With bright red-plume and slender arm,
He foemen's brands did ward,
And ever 'midst the press of hordes
De-Seton's form did guard.

And loud as rose the shout of foes,
And thick as waxed the strife—
He seemed endued with potent arm,
And with a charmed life.

There Cœur de Lion fiercely strove
With Saladin the brave,
Where squires and serfs, and turban'd hordes
Fell fast on honour's grave.

Strike squires, unto the rescue quick,
De-Seton's hemmed around;
Charge, knights, for your bright honour,
De-Seton's war cry sound.

A truce—a truce—pealed from each host—
A knight's borne from the field—
A maiden-knight of good Old England,
That warrior's brand did wield.

The strife is o'er in Palestine—
De-Seton claims his bride,
No more to roam in search of him
Across the foaming tide.

ALEX. M'MILLAN.

PRESERVING THE MIND.

Fresh air and relaxation of mind are of more importance than exercise, which last is indeed mainly valuable as securing them. The limits of weariness should not be transgressed. The attempt to compensate for excessive literary toil by excessive bodily toil is based on a false conception of the relations of matter and spirit, worthier of an ancient Gnostic than of a modern philosopher, which has more than once led to fatal results. I had for some years as a patient a literary lady who wrote much and well in magazines. She would go straight from her study to her garden and glebe, dig furiously and mow with a scythe, despising or rather luxuriating in fatigue. Gradually paralysis came on, showing itself first as "writer's cramp," and then creeping over the whole body. The mind and senses were as perfect as ever, and so long as she was able to move the tongue she dictated lively monthly articles, and at last died apparently of sorrow at being unable to communicate her thoughts. Tobacco should not be indulged in during working hours. Whatever physiological effect it has is sedative, and so obstructs mental operations. But as a relaxation afterwards it is in moderation beneficial. As a calmative before retiring to rest it has the sanction of a vigorous brain labourer, John Milton, whose supper, we are told, consisted of bread, water, olives, and a pipe of tobacco. There is a flavour about the fare of the happy days he had passed with an elegant literary circle in Italy.—*A Manual of Diet in Health and Disease.*

ICE-CUTTING ON LAKE HURON.

An ice-plough is not like an earth or a snow-plough. It is more like a saw. Its action, however, is not up and down like a carpenter's engine, but along the plane of the ice-field like an ordinary plough working on a meadow—hence it is called an ice-plough. It is composed of a blade of steel a quarter of an inch thick, six feet in length, and from nine inches to one foot in depth—according to the thickness of the ice to be cut. It has only six or seven teeth, but they are very large and strong, and in shape each one is like the stem of one of those ironclads called rams—the six or seven immense teeth looking like a fleet of those rams sailing close behind one another. The blade is fixed into an iron bracket, which gives it all the solidity and fixity it requires when in use. At the front of the plough is an iron ring, to which is attached the chain by which it is drawn by the horse. At the back are a pair of handles—the same size and shape as those used in an ordinary plough—by which it is guided; one man guides the plough, and a boy leads the horse so as to insure his walking in a straight line on the level surface of the ice-field. The manner in which so thin a machine is made to work in parellel lines running along the surface of the ice, is simple. From the centre of the plough, where the blade is fixed in the bracket, an iron bar two feet long springs out at right angles; from this depends a small blade two feet in length, the same height as the blade of the plough, and running parallel with it. This small blade has no teeth and is called the marker, and its use is twofold. It enables the plough to be driven with the requisite steadiness along the ice-field, an operation like pushing a saw along the plane of a board, instead of cutting through it; and it secures a uniformity of size for all the blocks cut, for after the first line is cut from end to end across the ice-field, the plough is shifted to cut another line, and then the marker is placed in the first line, already cut, in the groove of which it runs, keeping the plough-cutting exactly parallel to it all the way across the field. Two ploughs will cut up a square acre of ice eighteen inches thick in a short time. They work as follows: Supposing the sides of this acre to lie north-south east-west, by way of easy illustration. One plough will be set to work from north to south to cut the ice into parallel lines two feet apart, and the whole length of the acre. The other plough will at the same time be set to work from east to west to cut the ice into parallel lengths, two feet wide, also the whole length of the field. In a short time the acre of ice begins to look like a chequer board—all marked off into squares. It is necessary to state that the ice in no instance is cut through all the way to the water. There is no necessity for that: besides it would be dangerous, if not impossible of execution. The depth to which, say eighteen-inch ice is cut would not be more than twelve inches. It is then firm enough to walk over and work upon without showing the least sign of weakness, while at the same time, it is so sufficiently cut through that it can be easily divided into separate lengths and blocks by a few strokes of the ice-bar. The ice-bar is an iron bar the end of which is broad and sharp. This is struck into the grooves cut by the plough, and a few strong leverage pulls will detach a line of ice twenty feet long by two feet broad. It is also necessary to state that in no case can the ice be cut to the required depth by the first cutting of the plough, which constitutes another difference between ploughing land and ploughing frozen water. When first driven across the ice-field the groove made would not be more than an inch deep. Back the plough comes again on the same groove and cuts another inch deeper, and so on across and recross until the required depth is reached, when the next length is attacked. The time occupied in the operation is short, as the horses go through their work at a smart walk.—*Canadian Monthly.*

WINDS IN THE NIGHT.

There is something wild and weird in the sound of the loud winds that whistle around our dwellings in the night time at the winter season. They are mournful, and they bear on their swift wings the memories of other days. They remind us of faces that have vanished for ever from our view, and of firesides where the ashes are cold now. They appeal to us for charity—for we know that they come past the widow without fuel, and poor and orphan children with scanty clothing and scanty fare. Let us listen to the mournful winter winds, and, while they make us sad, be taught by them to do what lies in our power to make other hearts more cheerful.

WHAT NUMBER?

It was said of him that at 19 Macklin could not read. It is, however, certain that he was servant—similar to what at Oxford is called a "scout"—at Trinity College, Dublin. The custom was for these servants to wait in the courts of the college in attendance on the calls of the students. To every shout of "Boy!" the scout first in turn replied, "What number?" and on its announcement went up to the room denoted for his orders. After Macklin, by his persevering industry, had gained a name as author and actor, in one of his engagements at the Dublin Theatre some unruly young men caused a disturbance, when Macklin, in very proper terms, rebuked them for their indecent behaviour. The audience applauded; but one of the rioters, thinking to put him down by reference to his early low condition, with contemptuous bitterness shouted out "Boy!" Poor Macklin, for a moment lost his presence of mind, but, recollecting himself, modestly stepped forward, and, with manly complacency, responded, "What number?" It is unnecessary to add that the plaudits of the house fully avenged him on the brutality of his insulters.—*Macready's Memoirs.*

THE BIRTH OF FRANCE.

A Paris correspondent, writing to a New York paper, says:—M. Thiers told me this legend:—When France came into the world as a nation, it was in the time of the fairies. As France was to be a great princess they invited to her cradle all the good fairies; the fairy of wit, of riches, of conquest, of beauty, of grace, the fairies of harvest and vintage. It was an unparalleled festival throughout the young kingdom; everywhere they danced and drank. But in the very midst of this public rejoicing an uninvited fairy came to sit at the banquet. There were already a dozen at the table, and the strange visitor made the thirteenth. She was not gay like the others; on the contrary, her face was full of meditation, gravity, and sadness. Every one began to say, "What is she doing here, with that unearthly countenance?" She had sat down, but she rose with majesty and thus spoke:—"You invited all the good fairies to the cradle of France, and you forgot me. Woe be unto you! France shall have days of victory and conquest. She shall be rich in corn and wine. She shall be famous for her wit. She shall beguile the world with her grace. But whenever she is about to enjoy her good fortune an unforeseen catastrophe shall hurl her into the abyss of war or of revolution. And thus I shall be avenged." "Who art thou, then?" they cried out from every side to the avenging fairy. She was already at the door; she turned on the threshold and said, in a tone at once solemn and satirical, "I am Wisdom! France may have at her cradle all the other good fairies, but as she had not me, all the rest will be useless." Thus said Wisdom, and Wisdom is always right.

A TALE OF 1817.

At the date here given, Margaret Marsden, a widow, had been, during ten years, servant in the house of Mr. Thomas Littlewood, adjoining the Three-nooked Field Pendleton. The family consisted of four persons—the master and mistress, Margaret, and a younger servant, Hannah Partington, aged twenty. Mr. Littlewood had a grocer's shop in Salford, where every Saturday he attended to meet his customers, the market people. On Saturday morning, the 26th of April, 1817, Mr. and Mrs Littlewood went to their business as usual; at their return in the evening, they found several neighbours gathered near the house apprehensive of something wrong. A ladder being procured, the dwelling was entered by an upper window; and on descending, the two servants were found murdered—Hannah weltering in her blood on the floor, Margaret on her chair. A poker, bent and bloody, lay upon the dresser; a stained cleaver was also found. About one hundred and sixty pounds in notes and gold were missing, in addition to some plate and wearing apparel. Who had committed the crime? None could tell with certainty; but four men had been noticed hovering about during the day. Suspicion therefore attached to them; they were described, and speedily hunted down. Two were apprehended in St. George's Road, one in Silk Street, Newton Lane; the other at the Swan Inn, Sugar Lane; all on the following day. Committed to the Assizes at Lancaster, the prisoners were thus arraigned before the Lord Chief-Baron, in the month of August then next ensuing:—William Holden, forty-seven; James Ashcroft the elder, fifty-three; James Ashcroft the younger, thirty-two; David Ashcroft, forty-eight; John Robinson, fifty-three. The last-named was acquitted, there being no evidence to connect him either with the crime or with the other persons accused. The foreman of the grand jury was Edward Geoffrey Lord Stanley, then in his nineteenth year. In his charge to the petit jury, at the conclusion of the trial, the Chief-Baron observed that the circumstances of the case were extraordinary; without doubt blood was spilled in considerable quantity, yet not a drop was visible on any of the prisoners; nor was any part of the missing property found upon them—except, perhaps, the money, which could not be identified. But two of the prisoners had suddenly become possessed of bank-notes and gold, of which no satisfactory account was given. The strong favourable points he considered overbalanced by the general tenor of the evidence, which, though circumstantial, formed a connected chain. The prisoners solemnly denied any knowledge of the murder, but their denial went of course for nought. It is the peculiar and unavoidable hardship of accused persons—whatsoever the accusation may be—that their lips are virtually sealed, even against the truth. The jury almost immediately returned a verdict of guilty against all the four men, who were thereupon sentenced to death, to be followed by dissection. On Monday, 8th September, the execution took place. While upon the scaffold, William Holden said to the multitude, "I am now going to meet my God, and in the face of Him I declare I am as innocent of the concern as the child yet unborn." David Ashcroft said, "You are all assembled to see four innocent men suffer. . . . I would not now tell a lie for all the world." As soon as the elder Ashcroft came upon the scaffold, he kissed his son. After the ropes were affixed, they all sang a hymn which David gave out. It was the well-known hymn, beginning—

I'll praise my Maker whilst I've breath,
And when my voice is lost in death,
Praise shall employ my nobler powers:
My hours of praise shall ne'er be past,
While life, and thought, and being last,
Or immortality endures.

While they were singing, the drop fell, and the guilt or innocence of the four men remains to the present day a debatable point—a problem unsolved.—"*Memorials of Manchester Streets,*" *by Richard Wright Procter.*

THE CREATION OF MAN.

Once more are the gods in counsel; in the darkness, in the night of a desolated universe do they commune together; of what shall we make man? And the Creator and Former made four perfect men; and wholly of yellow and white maize was their flesh composed. These were the names of the four men that were made: the name of the first was Balam-Quitze; of the second, Balam-Agab; of the third Mahucutah; and of the fourth, Iqi-Balam. They had neither father nor mother, neither were they made by the ordinary agents in the work of creation; but their coming into existence was a miracle extraordinary, wrought by the special intervention of him who is preeminently The Creator. Verily, at last, were there found men worthy of their origin and their destiny; verily, at last, did the gods look on beings who could see with their eyes, and handle with their hands, and understand with their hearts. Grand of countenance and broad of limb the four sires of our race stood up under the white rays of the morning star—sole light as yet of the primeval world—stood up and looked. Their great clear eyes swept rapidly over all; they saw the woods and the rocks, the lakes and the sea, the mountains and the valleys, and the heavens that were above all; and they comprehended all and admired exceedingly. Then they returned thanks to those who had made the world and all that therein was: We offer up our thanks, twice—yea verily, thrice! We have received life; we speak, we walk, we taste; we hear and understand; we know, both that which is near and that which is far off; we see all things, great and small, in all the heaven and earth. Thanks then, Maker and Former, Father and Mother of our life! we have been created; we are.

But the gods were not wholly pleased with this thing; Heaven they thought had overshot its mark; these men were too perfect; knew, understood, and saw too much. Therefore there was counsel again in heaven: What shall we do with man now? It is not good, this that we see; these are as gods; they would make themselves equal with us; lo, they know all things, great and small. Let us now contract their sight, so that they may see only a little of the surface of the earth and be content. Thereupon the Heart of Heaven breathed a cloud over the pupil of the eyes of men, and a veil came over it as when one breathes on the face of a mirror; thus was the globe of the eye darkened; neither was that which was far off clear to it any more, but only that which was near.

Then the four men slept, and there was counsel in heaven: and four women were made,—to Balam-Quitze was allotted Caha-Paluma to wife; to Balam-Agab, Chomiha; to Mahucuth, Tzunumiha; and to Iqi-Balam, Cakixaha. Now the women were exceedingly fair to look upon; and when the men awoke, their hearts were glad because of the women.—*From Advance Sheets of Bancroft's Native Races, Vol. III. (Mythology.)*

THE "PSALM OF LIFE."

There are few poems which had acquired a wider popularity than Longfellow's "Psalm of Life," and to this day a public address to the members of a Young Men's Mutual Improvement Society appears incomplete unless the speaker quotes the verse—

Lives of great men all remind us
We can make our lives sublime,
And departing leave behind us
Footprints on the sands of time.

Possibly one's critical sense is dulled by the too great familiarity induced by constant and commonplace repetition, just as the finest melodies grow hateful to the ear when ground out on the omnipresent barrel organ. With that limitation I should say that this returning of the old thought is a great improvement on our old friend of the "Psalm of Life," though there is not the remotest chance of the latter being suspended on the classic ground of the Young Men's Mutual Improvement Society.—*Gentleman's Magazine.*

Opportunity is the flower of time, and as the stalk may remain when the flower is cut down, so time may remain with us when opportunity is gone.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of $5,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/. on the premia.

EDWARD NORTON & Co., *Agents.*

tf 8 Hongkong, January, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20°/.) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.

1 Hongkong, 1st January, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Reserve Fund	115,000
And Co-insures with French Lloyd, Paris, Capital	1,400,000
And with French Company, Paris, do.	1,000,000
Aggregate Capital	$3,515,000

VOGEL, HAGEDORN & Co., AGENTS—HONGKONG AND CHINA,

WILL grant Policies at Current Rates on Marine Risks to all Ports of the World, allowing a Brokerage of:—

40 per cent. on Risks East of Singapore.
And 20 per cent. on Risks to Europe and America.

1043 Hongkong, 1st April 1875.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 943 Hongkong, 18th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	¾ „ „
Godowns, Offices, Shops, &c., and their Contents	1 „ „

SHORT PERIOD INSURANCES.

Not exceeding ten days,	¼ of the annual rate.
Not exceeding one month	½ „
Above 1 month, and not exceeding 3 months	½ „
Above 3 months, and not exceeding 6 months	¾ „
Above 6 months	the full annual rate.

GILMAN & Co., *Agents.*

tf 1903 Hongkong, 8th May, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓ °/.) on Local Risks only.

RUSSELL & Co., *Agents.*

tf 1300 Hongkong, 4th June, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of 45,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/.) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

1335 Hongkong, 26th August, 1874.

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/. allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co

tf 1363 Hongkong, 26th July, 1872

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., *Agents, Royal Insurance Company.*

tf 1780 Hongkong, 28th October, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

HONGKONG MARKETS.

As Reported by Chinese on the 31st May, 1875.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per 400 lbs.	$105.00 a $112.00
„ „ 28 a 32	„	119.50 a 118.00
„ „ 38 a 42	„	118.00 a 133.00
GREY SHIRTINGS, 7 lbs.	per piece	$1.70 a 1.85
„ 8 lbs.	„	2.00 a 2.09
„ 8½ lbs.	„	2.16 a 2.38
WHITE SHIRTINGS, 54 a 60 reed.	„	2.20 a 2.25
„ 64 a 66 „	„	2.50 a 2.65
„ 68 a 80 „	„	2.80 a 3.45
WHITE SPOTTED SHIRTINGS,	per piece	2.40 a 2.45
WHITE BROCADES,	„	2.65 a 2.70
AMERICAN DRILLS, 30 yards	„	2.75 a 2.80
„ „ 40 „	„	3.70 a 3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs,	„	1.76 a 2.15
„ 24 „ & 36 „ 8 lbs	„	2.30 a 2.18
DYED SPOTTED SHIRTINGS,	„	3.60 a 3.95
DYED BROCADES Do.	„	3.70 a 3.95
DYED DAMASK Do.	per piece	5.70 a 5.80
CHINTS,	„	1.30 a 1.35
HANDKERCHIEFS, Blue	per doz.	0.60 a 0.70
„ Brown	„	0.60 a 0.64
„ Red	„	0.70 a 0.75
VELVETS, Black, 22 ins.	per yard	0.18 a 0.19
„ Gentian, 22	„	0.18 a 0.19
VELVETEENS, Black,	„	0.24 a 0.25

WOOLLEN GOODS.

SPANISH STRIPES,	per yard	0.78 a 0.79
LONG ELLS, *MM* Scarlet,	per piece	9.05 a 9.10
„ „ Assorted,	„	8.60 a 8.70
„ *HH* Scarlet,	„	9.00 a 9.05
„ „ Assorted,	„	8.50 a 8.60
CAMLETS, 888	„	16.00 a 16.50
„ 88	„	18.00 a 18.50
„ 8	„	18.70 a 19.00
„ *BBB*	„	19.50 a 20.00
LASTINGS, *DD*	„	15.00 a 15.60

METALS.

IRON, Nail Rod	per picul	3.30 a 3.40
„ Hoop,	„	3.95 a 4.20
„ Bar	„	3.30 a 3.35
„ Wire,	„	7.95 a 8.15
LEAD,	„	7.50 a 7.90
STEEL, English,	per tub.	5.40 a 5.50
„ Swedish,	„	5.65 a 5.70
TIN, Malacca,	per picul	22.70 a 21.00
TIN PLATES,	per box	7.83 a 8.10
SHEATHING METAL,	per picul	24.00 a 29.00
QUICKSILVER, English,	„	111.00 a —
„ American	„	114.00 a —
SPELTER,	„	6.50 a 7.00

PRODUCE.

COTTON, Shanghai	per picul	13.80 a 14.00
„ Ningpo,	„	14.50 a 15.00
„ Tientsin,	„	13.80 a 14.00
„ Tungchow,	„	15.00 a 15.30
„ Bengal,	„	13.00 a 15.30
ALUM,	„	1.60 a 1.75
SESAMUMS, white,	„	4.30 a 4.40
„ Black,	„	3.39 a 3.55
RICE, Bengal, Cargo No. 1	„	2.45 a 2.50
„ „ 2	„	2.20 a 2.25
„ Siam, white,	„	1.88 a 1.90
„ „ mill cleaned,	„	1.58 a 1.66
„ Manila,	„	2.35 a 2.40
„ Singapore	„	1.88 a 1.91
„ Saigon,	„	1.59 a 1.64
„ Arracan,	„	2.10 a 2.15
„ Rangoon,	„	2.35 a 2.40
SALTPETRE,	„	5.75 a 6.20
COALS, AFLOAT,	per ton.	
„ English steam,	„	11.75 a 12.75
„ Sydney,	„	9.75 a —
WINDOW GLASS	per box,	3.20 a 3.30
STRAITS PRODUCE, &c.,		
RATTANS, Straits,	per pcl.	5.60 a 5.80
„ Banjar,	„	4.10 a 4.22
PEPPER White,	„	17.50 a 18.00
„ Black,	„	11.20 a 11.30
BETEL NUT,	„	1.60 a 1.75
SANDAL WOOD Malabar,	„	4.10 a 4.30
„ South Seas,	„	15.00 a 15.50
SAPAN WOOD, Manila,	„	1.70 a 2.20
„ Siam,	„	2.80 a 2.05
FLOUR, American per barrel of 200 lbs.		5.60 a 5.90
„ „ of 100 lbs.	„	2.60 a 2.62
„ California, per sack of 50 lbs.		1.18 a 1.20
WHEAT, Tientsin,	per pcl.	1.80 a 1.93
„ California,	„	2.25 a 2.35
SUGAR, Canton white, 1 a 3	„	6.45 a 6.85
„ „ Dk. Brown,	„	4.70 a 4.85
„ West Coast, Dk. Brown,	„	— —
„ Manila, Dry White,	„	5.45 a 5.65
„ Candy,	„	8.75 a 8.98
CAMPHOR, packed,	„	13.00 a 18.20
PEAS, White,	„	1.75 a 1.75
„ Green,	„	2.75 a 2.87
„ Black,	„	1.68 a 1.70
„ Yellow,	„	1.65 a 1.07
MUSHROOMS,	„	40.00 a 45.00
SEAWEED, Green,	„	1.70 a 2.40
„ Cut,	„	3.50 a 3.76
MUSSELS, Dry Siam large,	„	10.00 a 12.50
„ „ „ middle,	„	7.35 a 8.10
„ „ „ small	„	6.72 a 5.40
VERMICELLI, Tientsin	„	6.00 a 7.50
BEES WAX, Japan, White	„	11.50 a 11.50
„ Hankow,	„	79.00 a 80.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Achilles	J. Wielding	Brit. str	1550	Butterfield & Swire	Shanghai
Albay		Span. str	269	—	Repairing
Asia	J. P. Molsen	Dan. str	880	Ah Yon	
Bombay	C. F. Davis	Brit. str	1327	P. & O. S. N. Co	Yokohama
Celestial	J. Douglas	Brit. str	640	Chinese	
China	W. B. Cobb	Amr. str	3836	P. M. S. S. Co	Yokohama, &c.
Chinkiang	J. Hogg	Brit. str	789	Siemssen & Co	
Crecus	R. H. Joy	Brit. str	1297	Ah Yon	
Egeria	J. Entwisle	Ger. str	1087	Vogel, Hagedorn & Co	
Estepona	L. B. Hubback	Brit. str	676	Birley & Co	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan		Brit. str		H. C. & M. Steamboat Co	
Ferntower	J. L. Shiell	Brit. str	701	Landstein & Co	Saigon
Formosa	C. E. Stewart	Brit. str	651	Ah Yon	Ningpo
Glamis Castle	J. Raison	Brit. str	1538	Adamson, Bell & Co	
Gunga	W. W. Piton	Brit. str	870	Landstein & Co	Saigon
Gwalior	N.W. Haselwood	Brit. str	1200	P. & O. S. N. Co	
Hailoong	J. Abbott	Brit. str	277	D. Lapraik & Co	Swatow, &c.
Kinshan ‡	Gary	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang ‡	Benning	Brit. str	1061	H. C. & M. Steamboat Co	
Leonor		Span. str	393		Repairing
Little Orphan		Brit. str	40	Capt. J. B. Benning	*Tug Plying*
Namoa	Westoby	Brit. str	864	D. Lapraik & Co	
Nankin	M. Brace	Brit. str	1830	Siemssen & Co	Saigon
Ningpo	J. M. Rayner	Brit. str	761	Siemssen & Co	Shanghai
Norna		Brit. str	606	Kwok Acheong	Laid up
Oceanic	J. W. Jennings	Brit. str	2349	O. & O. S. S. Co	Yokohama, &c.
Pardo	R. T. Power	Brit. str	763	Melchers & Co	
Pawtuxet		Amr. str	280	Heard & Co	Repairing
Poyang §	Carroll	Brit. str	821	H. C. & M. Steamboat Co	
Singapore	Peake	Brit. str	964	Gibb, Livingston & Co	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Sorsogon	Lizarza	Span. str	174	Vogel, Hagedorn & Co	
Statesman	J. Vallent	Brit. str	1209	Jardine, Matheson & Co	Foochow
Tanais	Reynier	Fren. str	1200	Messageries Maritimes	Yokohama
Yangtsze	R. Case	Brit. str	738	Siemssen & Co	Shanghai
Yot-sai		Brit. str	180	Kwok Acheong	Laid up
Yottung	J. Riddel	Brit. str	323	Kwok Acheong	Swatow

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Admiral Protet	Partidge	Brit. bk	357	Chinese	
Anna	W. Jessen	Ger. bk	447	Wm. Pustau & Co	
Balbina	T. G. Miranda	Span. bk	501	Vogel, Hagedorn & Co	Manila
Black Prince	W. Inglis	Brit. sh	750	Turner & Co	
Burnside	E. Pendargrace	Amr. bk	464	D. Lapraik & Co	
C. of the Seas	Wilson	Brit. sh	1946	Russell & Co	San Francisco
Carl Ritter	H. C. Lausen	Ger. bk	596	Siemssen & Co	
Canton	D. Heimsoht	Siam. sh	779	Tack Mee & Co	
Canton	Massicot	Fren. bk	222	Adamson, Bell & Co	
Cap Horn	Green	Ger. bk	400	Order	
Carl	Thompson	Ger. bk	265	Arnhold, Karberg & Co	
Ceylon	J. G. Reynolds	Brit. bk	590	Melchers & Co	
Chloris	M. Matzen	Ger. bk	328	Arnhold, Karberg & Co	
Cornuvia	J. T. R. Morrell	Brit. sh	789	P. M. S. S. Co	
Delia	E. de Basozabal	Span. bk	386	Remedios & Co	Manila
Diane	Chourretto	Fren. sh	711	Landstein & Co	Singapore
Dorothea	Moller	Ger. bk	620	Melchers & Co	
Edward James	T. J. Forbes	Amr. bk	528	Rozario & Co	
Elise	J. Hansen	Ger. bk	349	Wm. Pustau & Co	
England's Glory	Wm. Knight	Brit. sh	751	Order	
Foochow	Hochreuter	Siam. bk	360	Chinese	Bangkok
Gravina	F. Pico	Span. bg	246	Remedios & Co	Manila
G. T. Ray	P. Fraser	Brit. bk	365	Hong Wang Sung	
Harwich	W. Dudfield	Brit. bk	614	Messageries Maritimes	
Herrmann	C. H. Davidson	Ger. bk	484	Lane, Crawford & Co	
Highlander	Willcomb	Amr. sh	1352	Master	
Hollander	Van der Eb	Dut. bk	565	Siemssen & Co	
Jacobine	Hohlmann	Ger. bk	412	Wm. Pustau & Co	
Jan Peter	B. Molsen	Ger. bk	336	Wm. Pustau & Co	Shanghai
Johann Smidt	H. Rohkar	Ger. bk	434	Wieler & Co	
Livingstone	Mask	Ger. bk	522	Melchers & Co	
Louisa	H. Schierloh	Ger. sch	245	Ed. Schellhass & Co	
Malvina	H. Kluge	Ger. bk	434	Wieler & Co	
Marmion	F. W. Jordan	Amr. bk	823	Jardine, Matheson & Co	San Francisco
McNear	D. A. Carter	Amr. sh	1308	Vogel, Hagedorn & Co	San Francisco
Minna	Thusen	Ger. bk	452	Wm. Pustau & Co	Foochow
Nautilus	O. Blockley	Brit. bk	243	E. Schellhass & Co	Foochow
Noemi	Aucam	Fren. bk	354	Carlowitz & Co	
Norseman	Soderstrom	Siam. sh	711	Chinese	
Papa	N. Turring	Ger. bk	847	Order	
Osaka	Lowe	Brit. bk	527	Wm. Pustau & Co	
Rance	Grieleh	Fren. bk	550	Carlowitz & Co	Bangkok
St. Andrews Castle	D. Malcolm	Brit. bk	635	Adamson, Bell & Co	
Santa Lucia	F. Llurca	Span. bk	380	Remedios & Co	
Sudan	A. C. Oesan	Ger. bk	304	Ed. Schellhass & Co	
Samatra	Mullin	Amr. sh	1072	Frazar & Co	
Tafferetta	L. Gean	Fren. bk	350	Russell & Co	
Union	J. M. Nabarria	Span. sch	182	Remedios & Co	
Varuna	C. Sachan	Ger. bk	483	Wieler & Co	
Wildwood	J. Frost	Amr. sh	1100	Order	

RECEIVING VESSELS & HULKS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Mather	Pow. Mag.	283	Harbour Master	
John Adam	J. Cradock	Hulk	318	Water Police	

WHAMPOA.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Lintin		Brit. str	69	Kwok Acheong	

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
A. E. Vidal	M. Angelbeck	Ger. bk	330	Wm. Pustau & Co	Hamburg
Denbighshire	Williams	Brit. bk	482	A. MacG. Heaton	London
Diamant	F.L. Ackemann	Ger. bk	296	Wm. Pustau & Co	Tientsin
H. & L.	E. Estárico	Fren. bg	247	Garlowitz & Co	Tientsin
Pyrmont	D. Dietricksen	Ger. bk	444	Olyphant & Co	New York

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Oboy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demio	H.I.C.M.	g-b.		
Powan		Brit. str	1890	H. C. & M. Steamboat Co	
Sun-Chee ‡	F. Scott	H.I.C.M.	g-b.		
Tien-Po ‡	Longueville	H.I.C.M.	g-b.		

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 20th May, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Camoes	J. Gumaroes	Port. g-b.			
Spark ‡	A. H. Benning	Brit. str		H. C. & M. Steamboat Co	
Tejo	F. Cabral	Port. g-b.			

‡ *Running between Canton and Macao.*

SWATOW.

In port on 18th May, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Andreas	Peters	Ger. bk	423	Dircks & Kruger	Chefoo
Anna	Davidsen	Ger. bk	330	E. Vincent & Co	Takao
August Friederich	Nielsen	Ger. bk	376	Dircks & Kruger	
Bonito	Wessenberg	Ger. bk	524	Dircks & Kruger	
Ceres	Finlay	Brit. bk	454	Bradley & Co	Chefoo
Charley	Palmquist	Brit. bk	359	Dircks & Kruger	Nagasaki
Fidelio	Bohsen	Ger. bk	317	Dircks & Kruger	Chefoo
J. H. Jessen	Carlsen	Ger. bk	275	Dircks & Kruger	
Menam	Osmont	Brit. bk	468	E. Vincent & Co	Chefoo
Nardoo	Paul	Brit. bk	375	E. Vincent & Co	
Oscar Mooyer	Weller	Ger. bk	382	Dircks & Kruger	Takao
Tuck-sing	Marshall	Brit. bk	388	E. Herton	Chefoo
Velocity	Martin	Brit. bk	500	Dircks & Kruger	Newchwang

AMOY.

In port on 17th May, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Anna		Ger. sch	162	H. A. Petersen & Co	Tientsin
Janet		Brit. bg	216	Johnston & Co	Sourabaya
Jurgen		Ger. bk	269	Pasedag & Co	Newchwang
Marco Polo		Ger. bk	358	Pasedag & Co	
May Queen		Brit. bk	285	Tait & Co	
Trelevan Family		Brit. sch	198	Boyd & Co	

FOOCHOW.

In port on 15th May, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Kronprindsessen	Hansen	Dan. bk	344	Russell & Co	
Korsor	Grove	Dan. bk	317	Russell & Co	
Zoroya		Brit. bk	383	Gilman & Co	

SHANGHAI.

In port on 13th May, 1875.

The names of the numerous steamers, tugs small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alexandra	Hunous	Brit. sch	287	Master	
Black Adder	Whyte	Brit. sh	917	Gibb, Livingston & Co	
Cutty Sark	Tiptaff	Brit. sh	921	Gibb, Livingston & Co	
Grasmere	Roberts	Brit. bk	698	Olyphant & Co	New York
Holstein	Kulper	Ger. sch	211	C. T. Wong & Co	Newchwang
Messenger	Gilkery	Amr. sh	927	Frazar & Co	
Misti	Riogeau	Fren. bk	432	J. S. Baron	
Storm King	Keen	Brit. bk	1147	Wheelock & Co	
Union	Barry	Brit. bk	581	Lane, Crawford & Co	Manila
Wilhelmine	Koch	Brit. bk	227	Chinese	

YOKOHAMA.

In port on 9th May, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Bessie North	Richman	Brit. bk	578	Order	
Indian Empire	Baird	Brit. bk	520	P. M. S. S. Co	
Marie	Talbot	Brit. sch	178	Hudson, Malcolm & Co	
Myrtle	Foley	Brit. sch	35	Order	
Peter	Holm	Ger. bg	211	Kniffler & Co	
St. Thomas	Hjorth	Swed. bk	450	P. M. S. S. Co	
Traviata	Breckwalde	Ger. bk	271	Chinese	
Tori	Jordar	Amr. sch	100	Captain	
Velox	Mulder	Ger. sch	187	Smith, Baker & Co	
Walton	John Shield	Brit. bk	550	Wilkin & Robison	
Wega	Mahl	Ger. bk	305	Walsh, Hall & Co	

MANILA.

In port on 11th May, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Admiral Tegetthoff		Ger. bk	893	Ker & Co	
Bremente		Fren. bk	424	Russell & Sturgis	
Bunker Hill		Amr. sh	998	Inchausti & Co	
Cleopatra		Amr. sh	1315	Ker & Co	
Colima		Dut. bk	360	R. Pozas	
Conchita		Span. bk	408	F. Reyes	
Cordelia		Brit. bk	593	Smith, Bell & Co	
Florida		Amr. sh	1415	Smith, Bell & Co	
Frolic		Amr. sh	1368	Peele, Hubbell & Co	
Kendrick		Amr. sh	1228	T. Herrmann & Co	
Ludovic & Charles		Fren. bk	391	M. Pickford & Co	
Madura		Fren. bk	359	Ker & Co	
Mary Blundell		Brit. sh	822	Smith, Bell & Co	
Villa de Rivadavia		Span. bg	261	E. Aenllo	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	P. H. Colomb	Shanghai
Challenger	steam corvette	—	—	Capt. M. J. Thomson	Yokohama
Charybdis	steam corvette	17	400	Captain T. E. Smith	Japan
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Nagasaki
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Shanghai
Egeria	double sloop	4	120	R. Turton	Hongkong
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Singapore
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Yokohama
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Amoy
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Hongkong
Hornet	double sc. gun vl.	4	120	Comdr. T. G. Jones	Foochow
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Hongkong
Lapwing	double sc. gun vl.	8	160	Comdr. Sir W. Wiseman, Bart	Singapore
Meanee	military hospital	—	—	—	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. Grant	Shanghai
Modeste	steam corvette	14	350	Captain A. Buller	Shanghai
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Kobé
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Hongkong
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Hankow
Sylvia	double sc. gun vl.	—	150	Captain St. John	Kobé
Thalia	steam corvette	6	400	Capt. H. B. Woollcombe	Hongkong
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Singapore
Victor Emanuel	receiving ship	2	600	Comdr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Comdr. H. C. D. Ryder	Shanghai

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		
Hartford	U.S. frigate	2900		D. B. Harmony
Hertha	German cor.	1300		Knorr

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